

MAY 23, 1952

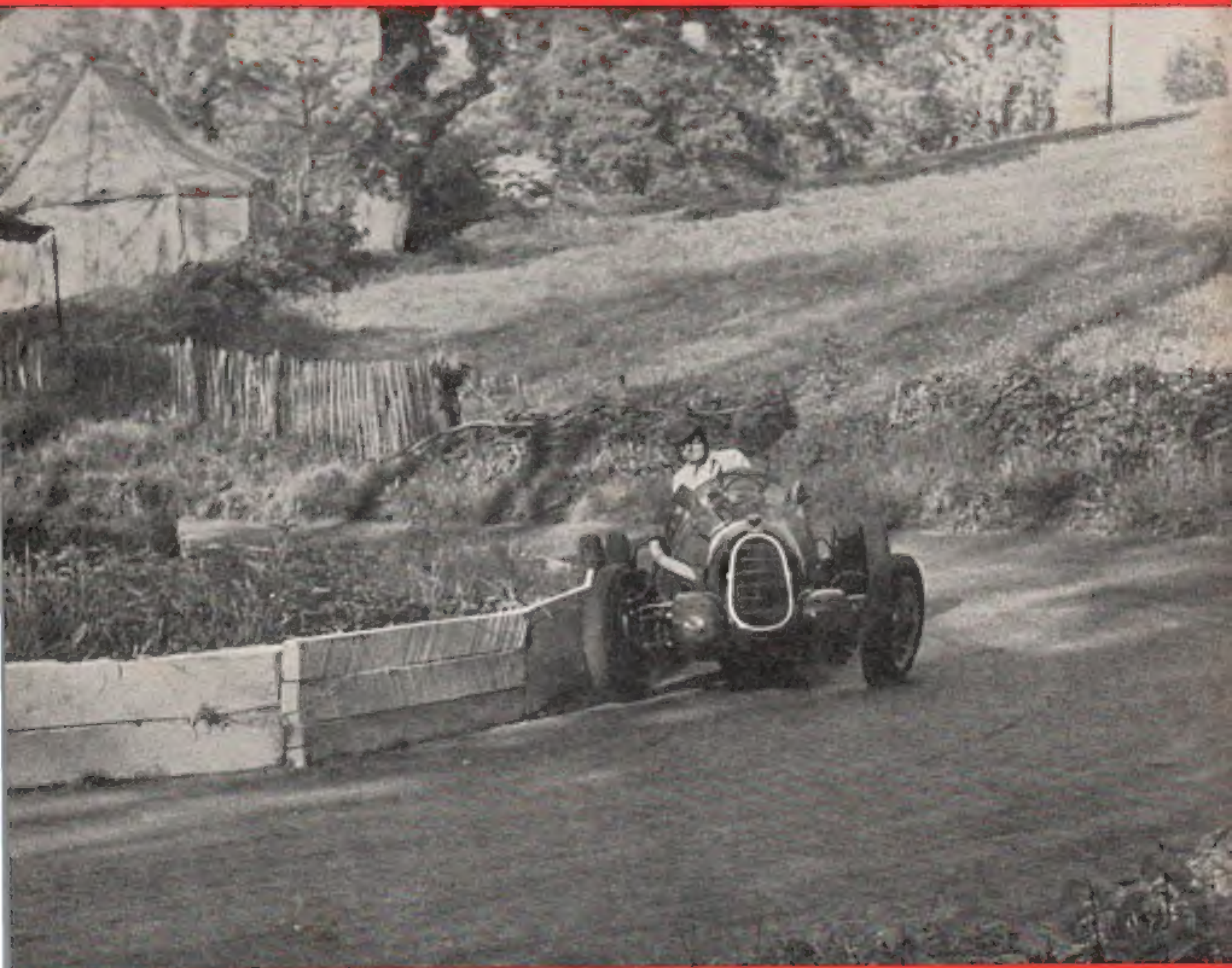
AUTOSPORT

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EVERY FRIDAY

Vol. 4 No. 21

BRITAIN'S MOTOR SPORTING WEEKLY

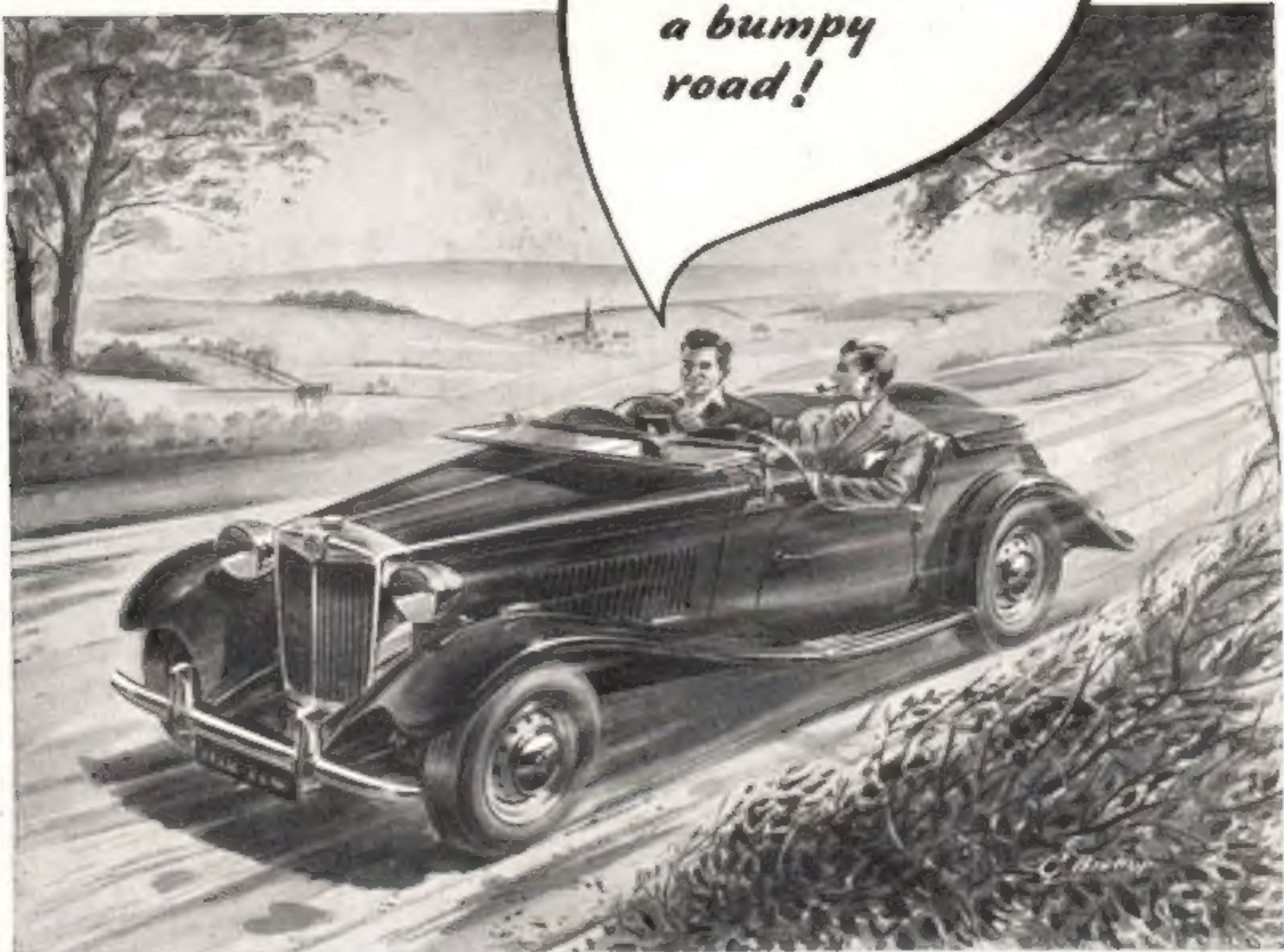


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THE SWISS GRAND PRIX : RACING AT BOREHAM, BRANDS HATCH AND
GOODWOOD : THE PRESCOTT HILL-CLIMB : THE MORECAMBE RALLY
JOHN BOLSTER • "AENEAS" • H. A. O'BRIEN • DENNIS WILKINS

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IN ACTION

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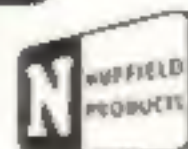
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Safety fast!

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor: GREGOR GRANT

Vol. 4. No. 21.

May 23, 1952

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NOTICES

Published every Friday by AUTOSPORT,
159 Praed Street, London, W.2.

Editorial and General Office - - - PADDINGTON 7673
Advertisement Department - - - PADDINGTON 7671-2

General Manager: PETER BAYLEY
Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.
Direct from the Publishers or all Newsagents

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EDITORIAL

THE decision has been made. As was generally anticipated, the British Grand Prix at Silverstone on 19th July will be organized by the B.R.D.C. as a Formula 2 race, thus falling into line with the rest of the 1952 Grandes Epreuves. Undoubtedly the success of the *Daily Express* International Trophy event was the main factor in promoting Britain's premier race as a Formula 2 affair. However, in order to give spectators the chance to see really fast cars in action, a 100-miles Formula 1 race will also be staged. It is improbable that B.R.M. will be represented as it will be difficult to convince the Bourne people that a G.P. for Formula 2 machinery is the only event which would attract a varied, and entirely International field of single-seaters, and the sponsors may scarcely care to enter a race which must inevitably be a secondary attraction to the Grand Prix proper.

The danger of promoting a pukka Formula 1 race on the same day as the G.P., is that the high speeds of which the supercharged and large-capacity unsupercharged cars are capable, might cause spectators to be disappointed with the relatively slower speeds of the Formula 2 cars. AUTOSPORT feels that the well-established Formula 3 curtain-raiser would have been a much safer choice. After all, the standard of reliability in the 500 c.c. class is very high, as witness the very few retirements from mechanical trouble in the *Daily Express* event. This country is supreme in Formula 3, and it would seem only fair that drivers should once again be given the chance to thrill the crowd with the close racing, and large field, which 500 c.c. racing produces.

As the results of the Mille Miglia foreshadowed, and the Berne sports-car race confirmed, Germany has very definitely made a come-back in motor-racing. The Mercedes 1-2-3 will give Daimler-Benz full confidence in their ability to put Germany in as strong a position as she occupied in the 1930s. Geoff Duke's fine drive with the 2.6-litre Aston Martin into fourth place will also give David Brown encouragement for his more powerful DB3s at Le Mans, when the Feltham cars will be on a more or less even footing with the products of Unterturkheim. Still and all, Jaguar, Aston Martin, Allard and Healey of the larger British cars will have a stiff task ahead of them, for not only will the entire might of the Mercedes-Benz organization be brought to bear on one object—the winning of the 24 Hours Race—but Alfa Romeo may produce a very advanced 3-litre machine, and the latest Cunninghams from U.S.A. are said to be extremely fast cars indeed.

Whichever way one looks at it, the 1952 Le Mans race gives promise of being the greatest battle for International supremacy that has ever taken place on the famous Sarthe circuit—if not in the whole world!

OUR COVER PICTURE

EDGE-CLIPPING: Dennis Poore taking the shortest possible way round Orchard Corner, to make B.T.D. at last Sunday's Bugatti O.C. Prescott hill-climb.

SPORTS-NEWS

"AUTOSPORT"

£200 CHAMPIONSHIP

Moss and Headland Level—Parker 1 Point Behind—Kiefts Now 1-2-3

CHARLES HEADLAND (Kieft) picked up another three points at Brands Hatch, and he and Stirling Moss (Kieft) now head the table, each with 19 points. Most successful week-end was had by Don Parker, who scored seven points at Boreham, an extra two for setting up a new 500 c.c. lap record, and a singleton at Brands. This lifts him from a modest total of eight points to 18—one behind the leading pair. S. Lewis-Evans also gained a singleton and is now fourth with 16 points. Ken Smith (Smith) and Les Leston (Leston) lead the non-series-car award, each with two points gained.

Positions as at 19th May, 1952

Driver	Car	Pts.
1. Stirling Moss	Kieft	19
Charles Headland	Kieft	19
2. Don Parker	Kieft	18
3. S. Lewis-Evans	Cooper	16
4. Ninian Sanderson	Cooper	9
George Wicken	Cooper	9
5. Alan Brown	Cooper	8
6. Les Leston	Cooper/Leston Spl.*	6
Don Truman	Cooper	6
7. A. J. Nurse	Cooper	5
Norman Gray	Cooper	5
G. E. Thomas	Cooper	5
8. André Loens	Kieft	4
9. Tom Leigh	Cooper	3
J. Brown	Arnott	3
Donald Beauman	Cooper	3
10. Ken Smith	Smith†	2
R. D. Brown	Arnott	2
L. Lewis-Evans	Cooper	2
Jack Westcott	Kieft	2
John Coombs	Cooper	2
11. R. A. Bucknell	Revist	1
D. F. Annable	Kieft	1
P. S. Ashcroft	Cooper	1

* Includes 2 points for non-series-car award.

† Eligible for non-series-car award.

BRITISH G.P.—FORMULA 2

THE British G.P. at Silverstone on 19th July will be for Formula 2 cars, it is announced by the B.R.D.C., upon whom the R.A.C. have delegated the organization of the race, under the sponsorship of the *Daily Express*.

The Grand Prix will be supplemented by a 100-mile Formula 1 race in which it is hoped Ferrari, Talbot and B.R.M. cars will compete.

BRITISH EMPIRE TROPHY NEXT THURSDAY

THE B.R.D.C. British Empire Trophy, for sports-cars, on 29th May, has attracted a total of 31 entries, amongst which are last year's winner, Stirling Moss, again driving a Frazer-Nash, Mike Hawthorn, Roy Salvadori, J. G. Reece (Frazer-Nashes), Duncan Hamilton, A. G. Whitehead, E. W. Holt and three Ecurie Ecosse entries, all with XK 120 Jaguars, Geoff Duke (Aston Martin DB3) and A. P. Hitchings (Cadillac - Allard). Amongst the smaller cars are five Jowett Jupiters, Buncombe's Healey, and a number of Lester- and Cooper-M.G.s. The race is run on handicap basis over the Douglas, I.O.M., road circuit. It begins at 2.30 p.m.

BRITISH EMPIRE TROPHY ENTRIES

Up to 1,500 c.c. (4 Credit Laps) M. R. G. Jewell (M.G.), Ted Lund (M.G.), J. T. K. Line (M.G.), P. Jackson (M.G.), G. A. Reddick (Lester-M.G.), J. C. C. Mayers (Lester-M.G.), P. W. C. Griffith (Lester-M.G.), J. Kelly and H. Sullivan (Jowett Jupiter), J. A. Cowap (Jowett Jupiter), E. W. Cuff Miller and P. Dudley (Jowett Jupiter), W. J. Skelly (Jowett Jupiter), W. H. Robinson (Jowett Jupiter), F. C. Davis (Cooper-M.G.), L. Leonard (Cooper-M.G.).

Up to 2,000 c.c. (11 Credit Laps) S. Moss (Frazer-Nash), R. Salvadori (Frazer-Nash), J. M. Hawthorn and L. Potter (Frazer-Nash), J. H. Wilson and P. R. Bolton (Frazer-Nash), H. A. Mitchell (Frazer-Nash), J. G. Reece (Frazer-Nash), J. Buncombe (Healey), G. Duke (Aston Martin).

Over 2,000 c.c. (Scratch) E. W. Holt and A. G. Whitehead (Jaguar), S. F. Boshier (Jaguar), J. B. Swift (Jaguar), H. Beltrage (Black Jaguar), Sir James Scott Douglas (Jaguar), David Murray (Jaguar), J. Stewart (Jaguar), A. P. Hitchings (Allard), J. D. Hamilton (Jaguar).

Special Service to I.O.M.

AT the request of the *Daily Dispatch*, the sponsors of the British Empire Trophy Race, additional services to the Isle of Man have been arranged by British Railways and the I.O.M. Steam Packet Co. Details are as follows:

Additional sailing from Fleetwood, Liverpool, 10.30 a.m., Thursday, 29th May, to Douglas, I.O.M. Arrive 1.15 p.m. Rail connections: Manchester (Vic.) depart 7.45 a.m.; Bolton (T. St.) 8.05 a.m.; Chorley, 8.30 a.m.; Preston, 9 a.m. Arriving at Fleetwood, 9.45 a.m.

Prices: Third class Rail, First class Steamer: Manchester, 29s. 9d.; Bolton, 27s. 6d.; Chorley, 25s. 3d.; Preston, 23s. 5d. Third class Rail and Steamer: Manchester, 25s. 9d.; Bolton, 23s. 6d.; Chorley, 21s. 3d.; Preston, 19s. 5d.

Return: Special steamer, leaving Douglas 6 p.m. (finish of race, approximately 5.30 p.m.) to Fleetwood and forward by special train at 9.10 p.m. to Preston (9.43 p.m.); Chorley (10.1 p.m.); Bolton (10.26 p.m.) and Manchester (10.50 p.m.).

Grand Stand Prices

Four blocks, A, B, M, N, 7s. 6d.; four blocks, C, D, K, L, 10s.; two blocks, E, J, 15s.; one block, H, 20s.

All applications for seats, accompanied by remittance, to Entertain-

ment Manager's Office, Villa Marina, Douglas, I.O.M. (Douglas 2351), or from the *Daily Dispatch*, Kemsley House, London, W.C.1.

GORDON REDSON and Gordon Shillito are no longer connected with the Gill-Baird Mackson team.

AMERICAN driver Johnny Parsons will come to Europe after the Indianapolis race, and hopes to drive a Ferrari in the G.P.s of Britain, Italy and Spain.

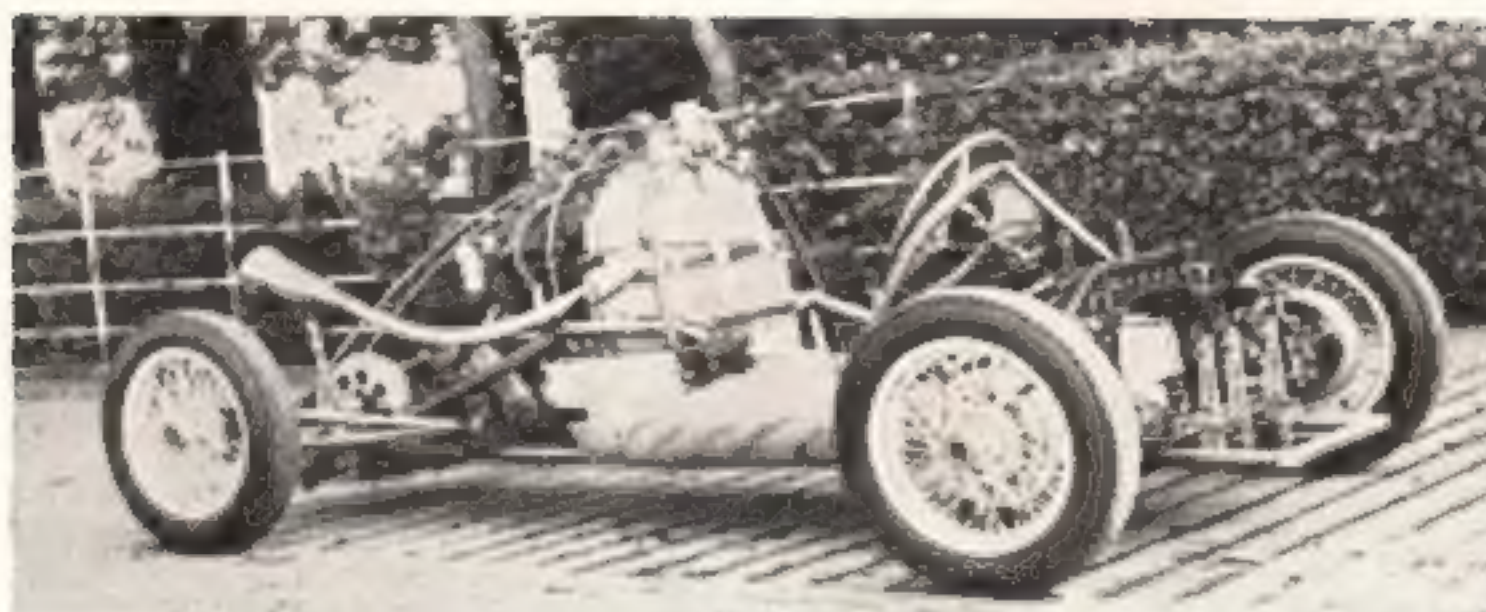
AUTOSPORT learns of accommodation about five miles out of Le Mans, during the period of the 24-hours race. Inquiries will be forwarded.

ALBERTO ASCARI, over at Indianapolis with one of the 4½-litre Ferraris for the 500 Mile Race has already turned a practice lap at over 126 m.p.h. The race takes place next Friday, 30th May.

SYD LOGAN, popular Jersey driver, crashed and was seriously injured at St. Ouen during the sand race meeting in April. His Austin overturned at La Pulente bend. He is reported to be making slow progress.



BUSY MAN: Bruce Leadbetter, Competitions Secretary of the Bugatti O.C., smiles with justification at one of the best-ever Prescott meetings, last Sunday.



LEPRECHAUN II

THAT famous and successful little Irish racing-car, the Leprechaun, now has a stable companion, the Leprechaun II, designed and built for Redmond Gallagher by "Nick" Flynn, as was the original car. Work on the new machine was not begun until the 22nd January this year—three and a half months from start to perfect finish, and almost every single part made by hand!

The construction and existence of this new car has been kept completely secret, it was, therefore, with a feeling of appreciation that AUTOSPORT's representative accepted the privilege of an exclusive examination of the completed chassis and was able to obtain photographs before the body panelling was fitted.

At the moment the car is purely Formula 3 and powered by the "double-knocker" 500 c.c. Norton engine, although experiments will, no doubt, be carried out later with the 1,000 c.c. J.A.P. twin as fitted at present in Leprechaun I. The frame is a triangulated structure in 20 gauge 1½ in. diameter

GALLAGHER'S LATEST: Leprechaun II, built by Nick Flynn, follows current fashion with its elastic-suspended rear swing axle.

★

(Right) Rear-end close-up, showing radius arm fabricated with two welded steel tubes.



chrome molybdenum steel, whilst the front suspension is made up with Girling tubular dampers closely surrounded by Terry's helical springs with square section wishbones fabricated from 18 gauge 40 ton steel. Steering is of rack and pinion type, all links and joints of same being hand made. Rear suspension is of the swing axle type with radius arms and a central stranded

rubber suspension unit, the whole being controlled by Girling double-acting piston-type dampers. Rudge-type splined hubs and Borrani light alloy wire wheels are used. Brakes are two leading shoe Girling, both front and rear, fitted with "Alfin" brake drums and operated by completely independent systems using two master cylinders coupled together at the brake pedal. The gearbox is "Maxx" Norton operated by very sturdy and rigid control mechanism. One of the most beautiful pieces of work is the steering wheel, which is laminated wood on a springy aluminium centre, and would do credit to the late Ettore Bugatti himself.

Great efforts have been made to save

weight and the whole machine unladen scales approximately 500 lbs.

Leprechaun II ran for the first time in the Irish Motor Racing Club's short circuit races in Phoenix Park last Saturday, and this interesting new car should be seen in several Formula 3 races in England this year.

H. O. O'B.

SCOTCH CORNER By "AENEAS"

NOW FOR CRIMOND — J.P. TO I.P. — SCOTTISH RALLY—
OCTOBER CHARTERHALL RESTRICTED—MORECAMBE RALLY
GLASGOW END

DAVID ROBERTS, of Aberdeen and District M.C., writes to say that everything is now pretty well laid on for his club's race meeting at Crimond tomorrow. Last year, as already remarked in these columns competitors got their entry fees returned. This year, with an improved public address system, additional catering arrangements, additional facilities for competitors and interesting alterations to the circuit—which were shown recently in AUTOSPORT—the club is hoping for prodigious crowds that will enable them to dish out a spot of starting money to every competitor.

JOE LITTLE, the Aberdeen man who gave *Ecurie Ecosse* a run for their money at Turnberry, hopes to go one better at Crimond. He has been promised a Frazer-Nash Replica but, even if it doesn't arrive in time, Little still hopes to do well with the Jaguar against Stewart and Dobson as he is motoring on his home ground.

BOB DICKSON's smart little red J.P. has been sold to Ivor Page and should add a new interest to the duels among fellow Scots, although Bob is with us so often at both club events and race meetings that some of the Edinburgh lads are talking of raising a subscription to present him with a kilt. It will be odd not to see his name among the 500s.

RETURN to the fold. A. B. Tawse, who will be familiar to older followers of motor sport, has entered a Standard Vanguard for this year's Scottish Rally. Pre-war he was a regular rallyist and his ability to spin a yarn, his sportsmanship and the fact that he always wore the national garb made him well known and liked.

ANOTHER veteran in the Scottish Rally is the Rolls-Royce entered by Lord Bruce. This is a 1911 model, which also makes it eligible for the R.S.A.C.'s veteran car run, and I am hoping to find

out a little more of its history before the Scottish starts off on 2nd June.

THE R.A.C. have notified the Winfield Joint Committee that the permit for the October race meeting at Charterhall is to be a limited one, allowing only Formula 3 and sports-car racing. Naturally, this has aroused real indignation in Scottish motor sporting circles.

Jock McBain—prominent "500" driver and member of the Winfield Joint Committee—has gone on record as saying that the limitation placed on the event has been because of protests made by the Italians and remarks that Scotland is not getting a fair share of the unlimited permits granted by the R.A.C.

Legal eagle Dan McKay—Secretary of the Lothian Car Club and also a member of the Winfield Joint Committee—is also very much incensed about the matter. Waxing wroth about the fact that Italy should be able to affect an R.A.C. decision about Scotland he is also annoyed about the fact that the W.J.C. may not be able to provide Scottish fans with the spectacle of famous drivers competing in Formula 2 and *Formule Libre* races, although they will protest very strongly to the R.A.C.

Certainly the decision is a poor reward for all the work put in by the

Scotch Corner—continued.

W.J.C. in managing to attract name drivers to such an unsatisfactory circuit as the Winfield one was. It is even less encouraging considering that the new circuit at Charterhall is proving satisfactory and that the Committee have already spent a great deal of money on it. And undoubtedly this limited permit gives little incentive for going ahead with the ambitious plans which I heard discussed for the circuit and which included spectator accommodation and pit and paddock facilities comparable with the major English circuits.

DESPITE their dismay over the R.A.C. decision for their October meeting, arrangements for the Winfield Joint Committee's closed invitation meeting on 31st May proceed apace. There will be eight races—five for sports-cars and one for saloons, each of five laps; a 15-lapper for half-litre cars; and a 20-lap *Formule Libre* race. The last issue of *AUTOSPORT* gave details of well-known drivers among the excellent entry, but it looks as though Reg Parnell's commitments with Aston Martin will prevent him being present as intended.

THE heat hazy morning of 16th May saw the Glasgow contingent of competitors in the Lancashire A.C.'s Morecambe Rally off to a well organized start under the supervision of S.S.C.C. Secretary Bill Callander. To make everything really official, Scrutineer Alex Reid and Timekeeper John Miller were sporting their R.A.C. armbands and made everything go like clockwork. Among the competitors was Norman Lithgow (H.R.G.) and it is to be hoped that he will land an important rally award in the near future as his consistent and sporting performances are a feature of our Scottish club rallies, and surely Ken Fraser (Healey) will have a bit more luck in this Morecambe than he did in the Tulip, where electrical trouble dogged him all the way. A special mention must go to the Lancashire A.C. for their neat route book and road sections issued a day at a time.

RESULTS of the Lothian C.C. Two-Day Rally are the following:—

Over 1,200 c.c. Open: Bob Dickson (Morgan), 232; C. M. M. Gillespie (M.G.), 228.

Over 1,200 c.c. Closed: W. A. Brearley (Jowett Jupiter), 180; J. Glass (Jowett Javelin), 179.

Under 1,200 c.c. Closed: Miss P. R. Blackwood (Morris), 130.

BRECON AND DISTRICT M. AND M.C.C. WELSH RALLY

A 300-MILE car Rally through Mid- and North Wales is to be held by the Brecon and District M. and M.C.C. on 4th/5th July. Entry fees are 35s. for non-members, 30s. for members, and the entry list closes on 16th June. Forms and details from the Club Secretary, H. A. Elston, of Priory Grange, Brecon, S. Wales.

BRANDS HATCH BRIO

G. E. Thomas (Cooper) Wins Junior Race—Norman Gray (Cooper) takes Keenly Contested Senior Event

LAST Sunday's Half-Litre Club meeting at Brands Hatch, run in hot sunshine before a sizeable crowd, saw the Gray brothers, Don and Norman, occupying first two places in the Senior race ahead of George Wicken. The latter made up for this by winning the Juniors v. Seniors handicap, while G. E. Thomas won the Junior race driving John Cooper's last year's Cooper-Norton. The Consolation race went to Charles Headland (Kieft).

The programme opened briskly with the Junior race, Heat 1, in which R. G. Bicknell provided the surprises by getting his Revis-Norton home in first place, ahead of three Coopers driven by G. E. Thomas, G. N. Eyre and G. H. Symonds. Heat 2 was an easy race for A. J. Nurse (Cooper-Norton) while R. D. Brown in one of the Arnotts had a fine scrap with J. Clarke's Cooper for second place; at the finish Clarke's third was almost—but not quite—usurped by P. S. Ashcroft in another Cooper.

The Arnotts really showed their form in Heat 3, J. Brown's taking the lead from Alan Moore in a G.P. Triumph-engined Cooper on lap two and extending it on following rounds, to win by 8 secs. from L. D. Jenkins (Cooper) and D. J. Taylor in another Arnott. M. Lambert (Cooper) threatened in the early stages, but dropped back, his car sounding unhappy, to sixth place.

The final, contested over 20 laps, saw a great fight for the lead between G. E. Thomas's ex-John Cooper Cooper-Norton and Bicknell in the Revis. Thomas led in round one, and stayed ahead till the sixth lap, when Bicknell made a mighty effort and thrust in front. The excitement at this point was unpleasantly interrupted by a startling crash in which Graham Eyre's Cooper made brief but disastrous contact with D. J. Taylor's Arnott just before Paddock Bend. Both cars slid wildly on to the infield, the Cooper turning end-over-end, and shedding wheels, seats and surplus parts in its wake. Eyre fortunately was thrown out in the first roll, receiving bruises and shock only.

Bicknell's Revis stayed ahead of Thomas until the 13th lap, when the mechanism gave out, Thomas thereafter leading comfortably to the end. The Arnotts of J. and R. D. Brown were next over the line, and Ashcroft's Cooper was the only other finisher.

The first heat of the Senior race brought out some of the Brands experts, with "Flying Milkman" George Wicken taking an unassailable lead in his maroon and yellow Cooper. Habin's Erskine Staride held second place for two laps, then dropped out, whereupon N. J. Gray moved up behind Wicken. Paul Emery fought spiritedly and successfully for third spot with Bill Whitehouse (Cooper), while H. L. Williams worked through the field to secure fourth place as well for Emeryson.

Don Gray (Cooper) repeated the Wicken ascendancy act in Heat 2, leading from start to finish, although Silverstone winner S. Lewis-Evans was never very far behind. Daniell's Emeryson had

climbed up to third place by lap eight, then made a long stop by the Paddock, to rejoin the race and cross the line after Gray had won, thus qualifying for the final. J. K. Brise (Arnott) and Don Parker (Kieft) retired.

In the 20-lap Senior final, Don Gray, Wicken and Norman Gray were at each other from the start, storming through Clearways in a tight group. Close behind, disaster beset the Emerysons of Williams and Daniell, the former losing a wheel coming out of Clearways, and ending up in the ploughed "hinterland" between track and spectators, while Daniell's rear axle folded up on its near-side, under the stress of cornering. Harold and his car ending up far on the infield. Wicken, meanwhile, had got ahead of the Gray brothers, only to be "demoted" again after three further laps, first by Norman, then by Don. George wasn't having that and did some pretty repassing of the latter, but again dropped back. So it went on, with S. Lewis-Evans ever in attendance; soon the tail-enders were caught, while leader Norman Gray extended his lead, to win by 8 secs. from brother Don, Wicken third, Evans fourth, Paul Emery fifth and Bill Whitehouse sixth.

Consolation for Charles Headland, whose Kieft had so far seemed off-form, came in the 10-lap Consolation race, one of the best events of the day. Headland won a very close race by 1 sec., whilst behind Don Truman waged a fierce scrap with Don Parker to take second place by a length. Last of all came the Juniors v Seniors 10-lap handicap, in which the eight fastest Juniors were given 20 secs. start over the eight fastest Seniors. G. E. Thomas, of the former, led on the first round, with M. Barclay (Cooper) and J. Brown (Arnott) behind; by lap two Norman Gray, leading the Seniors, was already eighth in general position. George Wicken forced past the grey Cooper on lap four, and another round saw him at the head of affairs. Thomas was still second, but yielded to the Gray brothers' onslaught and dropped back. A. M. R. Mallock had the C.R.M. going really well, holding fourth place ahead of many "Seniors" and finally taking sixth. George Wicken staved off the Grays to the end this time, getting the flag with a margin of 2.8 secs. over second man Norman Gray. Don was third, and Bill Whitehouse made rude gestures to Lewis-Evans as he beat him to the post for fourth place.

RESULTS

Junior Race, Heat 1 (10 laps): 1, R. G. Bicknell (Revis-Norton), 64.01 m.p.h.; 2, G. E. Thomas (Cooper-Norton); 3, G. N. Eyre (Cooper-Norton); 4, G. H. Symonds (Cooper-J.A.P.).

Heat 2 (10 laps): 1, A. J. Nurse (Cooper-Norton), 62.91 m.p.h.; 2, R. D. Brown (Arnott-Norton); 3, J. Clarke (Cooper); 4, P. S. Ashcroft (Cooper).

Heat 3 (10 laps): 1, J. Brown (Arnott-Norton), 63.07 m.p.h.; 2, L. D. Jenkins

BRANDS "FIRSTS": (Right) G. E. Thomas (Cooper-Norton) winner of the 20-lap Junior Race.

(Centre) J. Brown, who won the third heat of the Junior Race and was second to Thomas in the final with his Arnott.

(Below) Norman Gray (Cooper) who took first place in the Senior Race final.

(Cooper); 3, D. J. Taylor (Arnott); 4, K. Barnes (Cooper).

Final (20 laps): 1, G. E. Thomas (Cooper-Norton), 63.35 m.p.h.; 2, J. Brown (Arnott); 3, R. D. Brown (Arnott); 4, P. S. Ashcroft (Cooper).

Senior Race, Heat 1 (10 laps): 1, G. H. Wicken (Cooper-Norton), 66.81 m.p.h.; 2, N. J. Gray (Cooper-J.A.P.); 3, P. R. Emery (Emeryson); 4, H. L. Williams (Emeryson).

Heat 2 (10 laps): 1, D. H. R. Gray (Cooper-J.A.P.), 66.19 m.p.h.; 2, S. Lewis-Evans (Cooper-Norton); 3, L. Leston (Leston Spl.-Norton); 4, A. W. Richards (J.B.S.-Norton).

Final (20 laps): 1, N. J. Gray (Cooper-J.A.P.), 67.82 m.p.h.; 2, D. H. R. Gray (Cooper-J.A.P.); 3, G. H. Wicken (Cooper-Norton); 4, S. Lewis-Evans (Cooper-Norton); 5, P. R. Emery (Emeryson); 6, W. J. Whitehouse (Cooper).

Consolation Race (10 laps): 1, C. Headland (Kieft-Norton), 64.52 m.p.h.; 2, D. Truman (Cooper-Norton); 3, D. Parker (Kieft-Norton); 4, J. K. Brise (Arnott); 5, J. D. Sellers (Cooper); 6, D. B. Beauman (Cooper).

Juniors v. Seniors Handicap (10 laps): 1, G. H. Wicken (Cooper-Norton), 67.69 m.p.h.; 2, N. J. Gray (Cooper-J.A.P.); 3, D. H. R. Gray (Cooper-J.A.P.); 4, W. J. Whitehouse (Cooper-Norton); 5, S. Lewis-Evans (Cooper-Norton); 6, A. M. R. Mallock (C.R.M.).

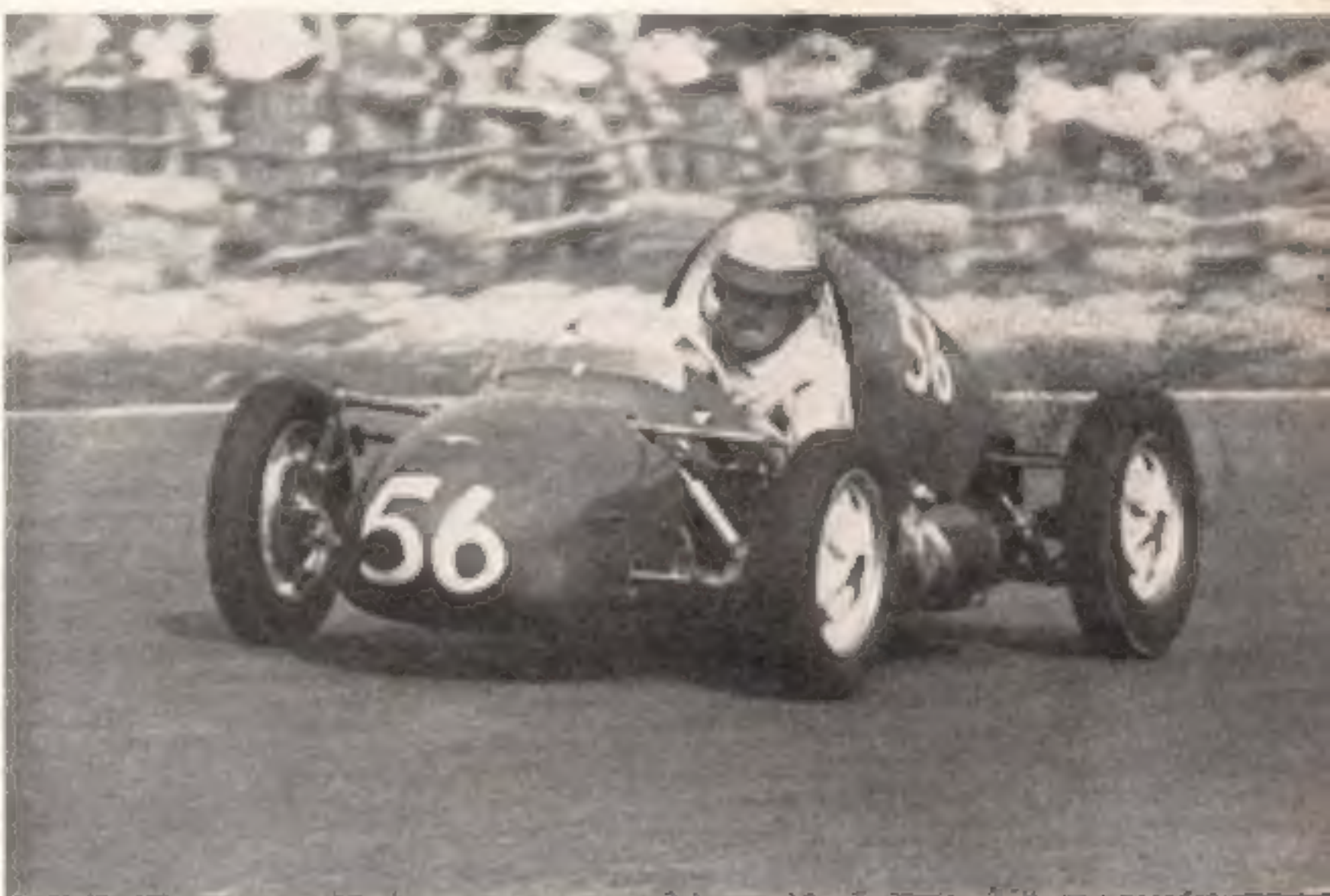
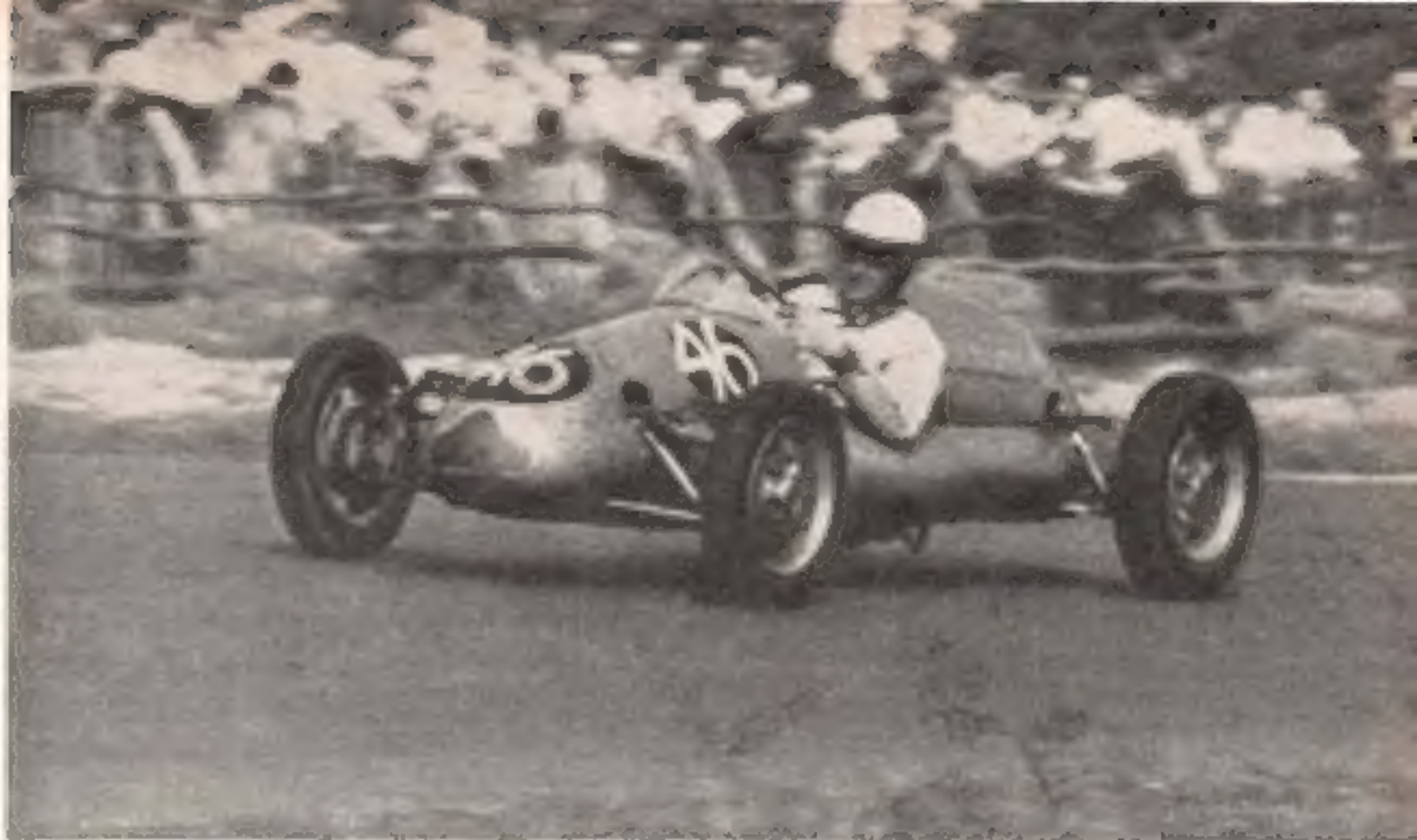
SUNBAC EVENING TRIAL

ON the evening of Wednesday, 11th June, Sunbac are organizing a closed Summer Evening Road Trial, consisting of a series of tests of drivers' skill in navigation, regularity and the like. Entries will be divided into four classes, including motor-cycles, Sunbac's "Formula B" deciding the merits of various types. Entries to the Secretary, Jack Woodhouse, by midday, 7th June.

CEYLON HILL-CLIMB

THE great success of the recent Mahagastotte hill-climb meeting, organized by the Ceylon Motor Sports Club, shows the remarkable growth in popularity of motor sport in Ceylon, since the war. The 650-yard hill, with 1 in 10 gradient, has been in use for competition purposes since 1934, but the gathering of spectators this year, the first post-war meeting, was of record size.

Star of the meeting was A. E. Filby, who broke the hill record with a 50.1 sec. climb in his 500 c.c. Cooper. Previous record holder T. S. Jinasena had trouble with his 1½-litre super-charged Magpie and could not start. S. G. Bilton made second B.T.D. with another 500 c.c. Cooper, Alan Senanayake (M.G.), won the sports-car class, E. Mason (Standard) the 1,100 c.c. class and R. de Costa (Peugeot 203) the 1,500 c.c. class.



TRATZ



G.N.-BASED: (Left) "Doc" Taylor on the line with the famous A.C.-engined Caesar Special, or Kaiserwagen that was. He broke a chain a few seconds later.

★

MOLSHEIM YOWL: (Below) J. Smith, in his beautifully turned out Type 51A, on Pardon Hairpin during the Formula 1 climbs.

PRESCOTT

Dennis Poore (Alfa Romeo) makes B.T.D. — Michael Christie (Cooper-J.A.P.) Runner-up — Ron Willis (BMW-Bristol) Breaks Sports - Car Class Record—Good Day for Iota in Formula 3

LAST Sunday was like a return to the immediate post-war hill-climb boom. The largest crowd ever to attend a non-International meeting at Prescott watched a superbly-organized meeting, which began at 11 a.m., and finished some eight hours later. No hill-records were broken, although Ron Willis (BMW-Bristol) established new 2-litre class figures in the sports-car category. Dennis Poore handled the grand old 3.8-litre Alfa Romeo in his usual masterly manner, to make best time of the day on a course made slower than anticipated by a broiling sun.

First event of a very full programme was for the smaller-capacity sports-cars, and attracted 19 starters. First good time was the 53.17 secs. of D. F. Ryder, in his Cooper-M.G. Bert Hadley urged the heavier Jupiter up in 53.77 secs., with plenty of blue smoke from his tyres on Pardon Hairpin, but it was left to Gerry Ruddock (Lester-M.G.) to make the best climb of this class, with a fine 51.20 secs.—not fast enough, however, to disturb Jack Newton's H.R.G. record, established nearly four years ago. A. G. Baker's blown PB M.G. sounded as if it was fastest, the little car's exhaust echoing joyously through the green trees to the tune of 51.67 secs.

No one could look at Ron Willis (BMW-Bristol) in the medium capacity class, who, in a perfectly judged run, broke Gillie Tyrer's existing figures with 48.84 secs. Runner-up was trials driver Mike Beardshaw, who motored a 328 BMW up in 51.81 secs. Making a welcome return to speed events was Len Potter, who produced a very lovely, cream-coloured Frazer-Nash Mille Miglia.

Oscar Moore's one run with the



H.W.M.-Jaguar was sufficient to net him the largest sports-car class. Next best was E. P. Scragg's Jaguar-powered Alta hybrid, and W. Coleman was third with the ex-Parker Jaguette.

The Formula 1 class produced some not very quick runs, of which the fastest was J. Smith's Bugatti (50.86 secs.). In Formula 2, Willis again scored, but curiously enough, when run stripped, his BMW-Bristol was not so fast as it was in sports-car trim. Horace Richards was runner-up with 50.86.

In Formula 3, J. Ebdon's beautifully-prepared black Iota-J.A.P. was best with 47.04 secs. Mervyn Kearon's equally well-turned out, cream Cooper-J.A.P. was next best with 47.70, and Tom Leigh (Cooper-J.A.P.) third with 48.14. Clive Lones was slightly off-colour with his record-holding Tiger-Kitten, but later in the day, he, Ebdon and Clarke carried off the team prize for Iotas. Gil Baird shed chains from the famous old Strang, many times class-record holder on the hill.

Dennis Poore completely dominated the *Formule Libre* event, and his three

runs of 45.74, 46.44 and 45.43 secs., were all faster than anyone else's. However, Peter Stubberfield in that remarkable 2.3 Bugatti of his, was outstanding with 47.38 secs. Goodwin's 4.3-litre Alvis-engined special impressed as a very fast machine and he finished third.

The class for twin-cylinder cars saw two immaculate climbs by Michael Christie (Cooper-J.A.P.), of 46.69 and 46.89 secs. respectively. Nearest challenger was J. D. Barker (Cooper-J.A.P.) with 47.76 secs. Air Vice-Marshal D. C. "Pathfinder" Bennett did well with a Cooper-Vincent to record 48.92 and third best. Australian driver Keith Martin had an unhappy day with persistently burnt-out clutches—that 1.3-litre J.A.P. twin appears to have plenty of good solid b.h.p., but Martin and Stuart will have to get some reliability into the transmission department. Glasgow visitor Bob Haddow (Cooper-Vincent) did well, and will do better on more acquaintance with the hill.

One left Prescott with the feeling that here is a hill-climb that will always figure in the National and International calen-

dar, mainly because both spectators and competitors thoroughly enjoy themselves in a real garden party atmosphere and in one of the most beautiful venues the sport possesses. The enthusiasm and friendliness of the officials naturally added to the enjoyment of everyone, which is as it should be. In fact, there is a new spirit abroad in the ranks of the Bugatti O.C. these days!

RESULTS

Best Time of the Day: Dennis Poore (3,800 Alfa Romeo S), 45.43 secs.

Runner-up: Michael Christie (1,087 Cooper-J.A.P.), 46.69.

Best Time by an Unsupercharged Car: Michael Christie (Cooper-J.A.P.), 46.69.

Best Time by a Sports-Car: Ron Willis (1,971 BMW-Bristol), 48.84.

BUSMAN'S HOLIDAY: (Right) A group of Hugley folk, many of them well-known competitor-drivers themselves, make their own grandstand at Prescott.



DIFFICULTY: (Left) J. A. Bassett having a spot of control trouble at Orchard Corner with the four-wheel drive Steyr-Allard—a former course record-holder.

Best Time by a Lady Driver: Betty Haig (497 Cooper-J.A.P.), 51.77.

SPORTS-CARS

1,500 c.c. U/s and 1,100 c.c. to 1, G. A. Roddick (1,467 Lotus-M.G.), 51.20; 2, A. G. Baker (999 M.G. S), 51.83; 3, D. F. Ryder (1,407 Cooper-M.G.), 53.17; 4, H. L. Hadley (1,457 Japier), 53.77.

1,501 c.c.-3,000 c.c. U/s and 1,101 c.c.-1,500 c.c. to 1, R. C. Willis (1,971 BMW-Bristol), 48.84; 2, A. M. Beardshaw (1,971 Frazer-Nash/BMW), 51.81; 3, W. S. Perkins (1,941 H.R.G. Spl.), 51.85; 4, L. Porter (1,971 Frazer-Nash), 52.93.

Over 3,000 c.c. U/s and 1,500 c.c. to 1, Oscar Moore (3,442 H.W.M.-Jaguar), 49.11; 2, E. P. Searge (3,442 Alfa-Jaguar), 49.48; 3, W. Coleman (2,664 Jaguar S), 49.73; 4, C. Heath (3,442 Jaguar), 51.38.

RACING-CARS

Formula 1: 1, J. Smith (1,492 Bugatti S), 50.86; 2, J. W. Broad (348 Austin S), 51.09; 3, A. S. Raven (2,964 Bugatti), 52.85; 4, Hon. E. G. Greenall (3,622 Bugatti Spl.), 52.91.

Formula 2: 1, R. C. Willis (1,971 BMW-Bristol), 49.39; 2, H. A. Richards (1,906 H.A.R.), 50.86; 3, (Results continued on page 672)

BELFAST B.R.M.A. MEETING

THE second film show organized by the Northern Ireland branches of the B.R.M.A. was held in Belfast on 14th May.

During the interval the Secretary of the local Committee announced that one and most probably two B.R.M.s will run at Dundrod on 17th June and the Ulster Automobile Club had offered to provide a special enclosure for Association members opposite the pits. Also it was hoped to arrange for Northern Ireland members to have a preview of the cars and an introduction to the drivers before the race.

WASTED EFFORT: Flashback to Silverstone, featuring de Graffenried and Schell engaged in painting the numbers on the former's "1900" Alfa Romeo. It non-started in the touring car race, owing to the windscreen glass not complying with regulations.



BOREHAM

**Mike Hawthorn (Cooper-Bristol)
Wins Formule Libre Race and
Breaks Lap Record—Don Parker
(Kieft) Victorious in Exciting For-
mula 3 Event—Ken Watkins's Allard
Double—Battle of the Bentleys**

DETERMINATION: (Left) Mike Hawthorn (Cooper-Bristol) appears to take this motor-racing very seriously. He is seen here leading the Formule Libre race, which he won; he also broke the circuit lap record.

BRIGHT sunshine and blue skies smiled on the West Essex C.C. for their opening meeting at Boreham, and a crowd of 22,000 saw an excellent day's racing on a greatly improved circuit. The event was run with clockwork precision, and every race started dead on the advertised time.

Friday's practising emphasized the fact that the course is now much faster than it was last year. Dennis Poore (3.8 Alfa Romeo S.) turned in a lap of 1 min. 55.8 secs., equal to a speed of 93.4 m.p.h., whilst Mike Hawthorn in the unblown 2-litre Cooper-Bristol recorded 1 min. 56.6 secs.—nearly 93 m.p.h. Fastest of the very large 500 c.c. entry was Don Parker (Kieft-Norton), with 2 mins. 9.4 secs. (83.5 m.p.h.).

Lionel Leonard (Cooper-M.G.) was the sole non-starter in the opening event, a five-lapper for 1,100 c.c. S. and 1,500 c.c. U/s. sporting machinery. From the start Pat Griffith (Lester-M.G.) and Ken Downing (Connaught) made the running. Chris Sears (Frazer-Nash) spun round, and went to the bottom of the class, spending the rest of the race trying to catch up on the others. It was easy for Downing after Griffith revolved spectacularly at Orchard Corner on the second tour. Archie Scott-Brown (TD M.G.) and Tom Dargus (M.G.) duelled for most of the race, with Dargus's much lighter machine producing that extra bit of acceleration up the hill after "Gilhooley" Corner.

Ken Watkins (Cadillac-Allard) ran away with the larger sports-car five-lap event, with Guy Gale in a neat, blue Mille Miglia Frazer-Nash out-pacing several XK 120's, of which S. J. Boshier's car was the quickest. Bill Black spun round at "Gilhooley", and thereafter his car sounded woofly, and he eventually



BATTLING BENTLEYS: G. Barton (36) and Harry Kemp-Place, in a wheel-to-wheel struggle during the "Tim" Birkin Memorial Trophy race.

retired. Watkins's driving was outstandingly good, and he appeared to cover the entire race from the initial start gear change, in top.

The 10-lap Formula 3 event, with the remarkable entry of 44 cars, produced only two non-starters. The grid presented a picture of motor-racing at its best, with row upon row of brightly coloured and immaculately turned-out little machines—and every driver with determination plainly written on his face.

George Wicken (Cooper-Norton) swept into the lead, followed by Les Leston (Cooper-Norton) and Don Parker (Kieft-Norton). The race immediately resolved itself into a fierce triangular battle. Wicken and Leston passed and re-passed each other, with the wily Parker playing his usual waiting game. Waiting, however, is scarcely the word for it, for the Kieft sat a few lengths behind the leading pair, lapping at around 83 m.p.h.

Behind this struggle Charlie Headland (Kieft-Norton) headed a group comprising John Habin (Erskine-Staride-Norton), Ken Smith (Smith-Norton) and Paul Emery (Emeryson-Norton). Of the folk who made slow starts, A. J. Nurse (Cooper-Norton), R. Bicknell (Revis-Norton) and Don Truman (Cooper-Norton) began to tear through the field.

Leston passed Wicken, but the Maidstone man re-took the lead on lap three. The unlucky Headland played ducks and drakes with the straw-bales at "Gilhooley" and went out of the race, letting Ken Smith into fourth place. On lap

CONTRETEMPS: Pat Griffith (Lester-M.G.) in the throes of a spectacular slide when leading the eventual winner, Ken Downing (Connaught), in the opening sports-car race.



four, Leston came round with Parker on his tail and no Wicken. Apparently Wicken's gearbox had split; he kept going for a couple more laps but eventually packed up. On lap six Parker took the lead, with Leston less than half a second behind, and Ken Smith moved up to a well-deserved third spot, with Habin and Nurse determined to take it from him. Nurse had made a fine recovery from his initial tardiness, and was driving his newly acquired Cooper with great skill.

The crowd rose to the Parker Leston duel, and the three-cornered Smith-Habin-Nurse scrap. On lap seven Nurse roared past both Habin and Smith to take third place, Smith now being one gear short. Truman had also made a fine come-back, and from last place on lap one was now in sixth spot. Two laps to go, and still Parker kept his Kieft in front, one lap to go, and Leston dropped a valve and that was that!

During his winning drive Don Parker set up new 500 c.c. lap figures with 2 mins. 53 secs. (84.25 m.p.h.), and averaged 82.59 m.p.h. for the 30-mile distance. Nurse finished 37.2 secs behind the maroon Kieft, with Habin third and Smith fourth.

The five-lap handicap race organized by the Bentley D.C. for the "Tim" Birkin Memorial Trophy was a grand sight. One of the best performances in an expertly handicapped event was that of H. J. Wilmhurst (4½-litre), who easily averaged the highest speed of the race, put up the fastest lap, and came home in third place from the 38-secs. mark. Gerry Crozier (8-litre), the scratch man, for once seemed unhappy in his big car, and never looked like getting to grips with the leaders. A. Hollington (4½-litre) took the lead on lap two, and kept it to the end. However, he was hotly challenged by Allen, in Wells's 4-litre, who was rapidly overhauling the eventual winner when his accelerator rod came adrift. Peter Woozeley (4½-litre) appeared to take a dislike to the marker-bales, for he went haymaking on at least two occasions. At "Gilhooley" he sent clouds of dust and a myriad wisps of straw amongst the spectators as he tore amongst the bales.

Yes indeed, it was a fine race well worth repeating in the future. Second man, D. McClure (4½-litre), off the same 1 min. 53 secs. mark as the winner, made a determined bid in the last lap, and just managed to ward off Wilmhurst by .8 of a second.

In the 5-lap handicap for sports-cars of any capacity Ken Watkins (Allard) scored his second win of the day, from the 18 secs. mark, with Ken Downing (Connaught)—30 secs.—runner-up, and Guy Gale (Frazer-Nash) in a well merited third place from the 3-secs. mark. Eric Thompson (Delahaye), one of the scratch hopes, packed up on the third lap, but on form it was doubtful if anyone could have got near Watkins, who put in one lap at nearly 85 m.p.h.

A *Formule Libre* event over a distance of 10 laps rang up the curtain on a fine day's sport. This was a highly diverting race, as on the first lap Dennis Poore and his big Alfa Romeo took the lead from Mike Hawthorn (Cooper-Bristol) and Graham Whitehead (E.R.A.). Next time round Poore was 2.6 secs. ahead of Whitehead, who had managed to pass the meteoric Hawthorn. Behind this trio were Ken McAlpine (Connaught).

★
NEE BIRKIN
Mrs. Aubrey Buxton, daughter of the late Sir Henry ("Tim") Birkin, with A. Hollington who won the 5-lap Memorial Trophy race, Mrs. Buxton presented the award to the Bentley D.C.
★



Joe Kelly (Alfa), J. Barber (Cooper-I.A.P.), Eric Thompson (Delage Spl.) and Ken Watkins (Allard).

It was not to be Poore's day, for a faulty scavenge pump caused surplus oil to be sprayed on the Alfa's rear tyres, and the driver began a fight with most astounding wheelspin. It was oil flung up from his wheels that had caused Hawthorn to draw back; he immediately discarded his oil-spattered vizor. Graham Whitehead also came in for a share of the oil bath, and he, too, removed his goggles.

Hawthorn took the lead on lap four, and shortly afterwards Whitehead edged past the slowing Poore. By this time Thompson had worked his way into fourth place, and McAlpine had retired. Barber's Cooper was laying a smoke-screen, and was overtaken by Watkins, who was making a plucky attempt to keep up with the single-seaters.

With the big Alfa almost uncontrollable, Poore kept trundling along. Hawthorn built up a lead of 13 secs. over Whitehead on lap six, and thereafter was content to keep his rival safely in sight, although the E.R.A. driver never gave up trying, and, indeed, finished up just 8 secs. in arrears, with Eric Thompson third and the unlucky Poore fourth.

During his victorious run Hawthorn broke the course record for the Boreham circuit, a fantastic achievement with an unsupercharged 2-litre car. His new figures are 92.02 m.p.h.

RESULTS

Sports-Cars (Five Laps)

1,100 c.c. S. and 1,500 c.c. U/s: 1. Ken Downing (1,485 Connaught), 1 mins. 52.6 secs. (75.77 m.p.h.); 2. S. Wells (1,496 Riley), 12 mins. 18 secs.; 3. T. W. Dargue (1,467 MG), 12 mins. 35.2 secs.

Fastest Lap: Downing, 78.14 m.p.h.

Over 1,100 c.c. S. and 1,500 c.c. U/s: 1. Ken Watkins (1,420 Allard), 11 mins. 15.8 secs. (84.1 m.p.h.); 2. Guy Gale (1,996 Frazer-Nash), 11 mins. 28.8 secs.; 3. S. J. Bushier (1,442 Jaguar), 11 mins. 37.4 secs. **Fastest Lap:** Watkins, 83.70 m.p.h.

"Tim" Birkin Memorial Trophy (Handicap for Bentleys): 1. A. Hollington (4½), recd. 1 min. 53 secs., 13 mins. 55.8 secs. (70.7 m.p.h.); 2. D. McClure (4½), recd.

1 min. 53 secs., 14 mins. 11 secs. (69.32 m.p.h.); 3. H. Wilmhurst (4½), recd. 38 secs., 14 mins. 11.8 secs. (76.61 m.p.h.) **Fastest Lap:** Wilmhurst, 78.95 m.p.h.

Any Capacity (Handicap): 1. Ken Watkins (Allard), recd. 18 secs., 11 mins. 47.8 secs. (82.0 m.p.h.); 2. Ken Downing (Connaught), recd. 30 secs., 12 mins. 16.2 secs. (77.57 m.p.h.); 3. Guy Gale (Frazer-Nash), recd. 8 secs., 12 mins. 25.4 secs. (79.02 m.p.h.)

Fastest Lap: Downing, 84.91 m.p.h.

Racing-Cars

Formule 3 (10 laps): 1. Don Parker (Kieft-Norton), 21 mins. 47.8 secs. (82.59 m.p.h.); 2. A. J. Nurse (Cooper-Norton), 22 mins. 25 secs. (80.30 m.p.h.); 3. John Habin (Erskine-Stande-Norton), 22 mins. 31.6 secs. (79.91 m.p.h.); 4. Ken Smith (Smith-Norton), 22 mins. 34.2 secs. (79.75 m.p.h.); 5. Don Truman (Cooper-Norton).

Fastest Lap: Parker, 84.25 m.p.h. (new 500 c.c. record)

Formule Libre (10 laps): 1. Mike Hawthorn (1,971 Cooper-Bristol), 20 mins. 16 secs. (88.82 m.p.h.); 2. Graham Whitehead (1,488 E.R.A. S.), 20 mins. 24.8 secs. (88.17 m.p.h.); 3. Eric Thompson (1,496 Delage Spl.), 20 mins. 57.8 secs. (85.86 m.p.h.); 4. Dennis Poore (3,800 Alfa Romeo S.), 21 mins. 3.4 secs. (85.49 m.p.h.)

Fastest Lap: Hawthorn, 92.02 m.p.h. (new circuit record)

PRIVATE grandstands will be banned at future Goodwood meetings. B.A.R.C. feel that improved terracing facilities afford all a good view of the racing.

NEXT week's issue will contain fully-illustrated reports of the Luxembourg G.P., and the Eifel-rennen races.

THE Belgian Production Sports-car race held at Spa last week-end resulted in victory for Walter's Dyna-Panhard on fuel consumption formula, and for Frère's "88" Oldsmobile on speed. Claes and Pilette (Oldsmobiles) retired.

MORGAN'S

Ken Bancroft (Plus Four)

Popular Event—TD M.G.s, Wirs

(Jaguar) Taken

As last year, a hill test was held on Birdie Brow in this wilder country. The road had a good surface but its steepness was accentuated as the climb was interrupted by a restart. Thus cars had to be urged from a standing start at line A, be brought to rest some 20 yards up the hill between lines B and C, then immediately continue the climb over line D, a further 20 yards on.

Ken Bancroft (class A2) in his Plus-Four Morgan recorded best time here together with T. N. Blockley (class A3) in his Allard with 9.8 secs. Third man was Peter Reece, also in the latest Morgan (10.0 secs.). Miss Newton made the excellent time of 10.4 secs. for fourth best, while fifth and best in class A1 was C. R. Hardman (Dellow). Among the small saloons (class B1) best time was shared at 13.2 secs. by A. H. Senior (Austin A40), J. S. Nightingale (Hillman Minx) and R. Sidwell (MG). L. J. Hostler (Jowett Javelin) led the medium-sized saloons (A3) with 12.2 secs. while the same time was recorded by M. Tew in his 4.086 c.c. Humber which showed the big saloons the way.

Upon arrival at Morecambe competitors were faced with the same test as last year. This was a wiggle-woggle through a chicane followed by a pull-up in a box astride a longitudinal line. The engine-off start held some folk up while the number of competitors who pulled up anywhere within the final box was very high and many penalty marks were dealt out.

This penalty mark business is quite a feature of the Morecambe Rally. If one loses a single mark any hope of an award is lost. No matter how long one has taken in the tests, as long as no marks have been lost, one's rating will be ahead of another with even one mark lost although having done the tests in half the time. However, penalties are made fairly clear and one only loses marks for the more clottish doings such as hitting things and attempting tests in an original manner. The fact remains, however, that

WORMS EYE VIEW: R. W. Goodburn (Jupiter) during some python weaving in the final test

Held during the three hottest days of the year so far, the Morecambe National Jubilee Rally fully deserved the title bestowed by reason of the coincidence of the completion of 50 years' existence by both the Lancashire Automobile Club and the Corporation of Morecambe and Heysham. These two organizations have co-operated for the second year to produce a highly successful event held in one of England's most beautiful corners.

Those competitors who came away from last year's event wreathed in smiles and muttering about pieces of cake had their smirks removed somewhat forcibly. Although the first day (Friday, 16th May) followed the same pattern as last year, the second day put the whole event on to a new and much higher plane. Of the previous year's five tests, four were repeated this year and two more added. One was very cunning, being a timed climb of Tow Top, which had to be repeated at a higher speed later in the day, with minimum times laid down for the first climb. A trickier road section was also included and some unmade roads were found, reminding one of Circuit of Ireland conditions.

With an entry of 300 the L.A.C. can claim the best-supported event in the country since the R.A.C. Rally at Blackpool in 1938. Actually there were 27 non-starters, 10 retirements and two competitors were excluded from awards. One of these was E. Ainsworth of Bolton who drove Ian Appleyard's Jaguar. Ian was last year's winner but had to withdraw owing to "Z" Reserve call-up. He was amply compensated by his wife, Pat winning the Ladies' Prize. Mrs. Appleyard's brother, J. M. Lyons, drove another Jaguar (of course) into sixth place in his class.

There were nine classes. Standard Production Sports-Cars (A), Standard Production Touring Cars (B) and Specials and Supercharged Cars (C), each of these groups being sub-divided into three engine sizes—up to 1,300 c.c. (1), 1,301 c.c. to 3,000 c.c. (2), and over 3,000 c.c. (3). Class A1 showed the largest entry at 77 cars. Competitors had the choice of seven starting points,

Manchester being the most popular with 90 starters. The other were Leeds (70), London (26), Glasgow (21), Bristol (20) and Birmingham (19). All these were Friday morning starts, but competitors who preferred to start in the evening could do so from Whalley, which 54 elected to do. Twenty-six teams were entered.

An excellent innovation this year was the inclusion of a compulsory stop in the middle of each day's drive. This enabled one driver to compete throughout the whole event and the necessity for finding a competent co-driver was obviated. Starts were made at one minute intervals from the six day-controls from 8 a.m. onwards. Birmingham, Bristol and London contingents RV'd at Broxton (Cheshire) for the one-hour lunch break. Leeds and Manchester proceeded to Keswick, while competitors from Glasgow made their break at Kirkby Lonsdale.

The day's run varied from 235 miles for the Whalley starters to 276 miles for those from London. Each group had to pass through a common road section in the lump of high ground to the East of Morecambe, from Higher Hodder through Whitewell, over the Trough of Bowland and back on to the A6 near Lancaster. For this section an average of between 24 to 30 m.p.h. was required, whereas the rest of Friday's road section required an average of between 30 and 40 m.p.h.

NOR' WESTERS (L. to R.) Ken Scules, Jack Thompson, Bernard Warr, Denis Scott and Tony Knight at the Whalley starting control



MORECAMBE

**Outright Winner of L.A.C.'s
Team Prize—Pat Appleyard
Ladies' Award**



of the huge entry only 111 did not lose any marks. Do we then surmise that two in every three of us are clots?

Unfortunately the compilation of detailed results of each test for publication was beyond the capacity of the officials within the time available and only a few of the arrival test figures were made available. These did show, however, some repetition of the names brought forward in the Birdie Brow Hill Test. Best time was made by C. R. Hardman (class A1) in 9.0 secs. Then in A2 J. H. Ray brought another Morgan into second place with a run of 9.2 secs. Ken Bancroft was right behind with 9.4 secs as were G. S. Rollings (Healey) and L. J. Tracey in class A3 with his Jaguar XK 120. R. Counsell (Ford Prefect) and R. Sidwell (M.G.) were thought to be best among the small saloons with 10.8 secs, while J. R. Smith (Ford Zephyr) and R. Speak (Javelin) with 10.2 secs, were backed up by J. C. Wallwork (Vanguard)



THE MACHINE. (Above) Bancroft's Plus-Four Morgan in the special test at Morecambe

THE MAN. (L. in) Ken Bancroft, winner of the Morecambe Rally

with 10.4 secs in class B2 the last time being equalled by C. R. Gray (Jaguar) as best in B1.

So ended the first day for most competitors. The evening starters from Whalley took the "arrival" test early in their run and then proceeded on their night drive.

It was Ken Bancroft (Morgan) who was found to be leading at the end of the first day, closely followed by team-mate Peter Reece and C. R. Hardman in his amazing Dellow. Class leaders are appended below and it can be seen that very little divided the leaders, thereby leaving much to be fought out on the second day. Very familiar names appear among the leaders in the small saloons, R. Sidwell having built up a lead over his three main adversaries. Among the ladies Miss Newton was well in the lead being not only first in her class but fourth overall. Second lady was Miss Kemble in an M.G. TD with 25.4 marks lost.

CLASS LEADERS AT FRIDAY NIGHT

A1. Sports-cars up to 1,300 c.c. 1. C. R. Hardman 19.2 c.c. Dellow 20.0 marks 2. D. Howard 11.6 c.c. Morgan, 20.4 3. C. Holden 11.2 c.c. Dellow 20.8.
A2. 1,301-3,000 c.c. 1. K. Bancroft 12.048 c.c. Morgan, 19.2 2. P. B. Reece 12.048 c.c. Morgan, 20.0 3. J. H. Ray 12.048 c.c. Morgan, 20.8
A3. Over 3,000 c.c. 1. Miss M. Newton 13.442

c.c. Jaguar 20.2 2. J. H. Cunningham 13.442 c.c. Jaguar 20.0 3. D. O.M. Taylor 13.442 c.c. Jaguar 20.8

B1. Saloons up to 1,300 c.c. 1. R. Sidwell 11.250 c.c. M.G. 24.2 2. P. R. Bolton 11.250 c.c. M.G. 24.2 3. L. Pilkington 11.200 c.c. Austin 24.6

B2. 1,301-3,000 c.c. 1. F. F. H. 12.267 c.c. Northam-Turner 12.267 c.c. Wallwork 12.048 c.c. Standard 23.0 3. L. J. Howler 11.485 c.c. Jowett 24.4

B3. Over 3,000 c.c. 1. C. R. Gray 13.485 c.c. Jaguar 21.4 2. J. C. Keay 13.485 c.c. Jaguar 24.0 3. M. Tew 14.046 c.c. Humber 24.4 4. M. C. 13.622 c.c. Alford 24.4

C. Specials up to 1,300 c.c. 1. R. R. Payne 13.72 c.c. Dellow 22.4

C2. 1,301-3,000 c.c. 1. S. H. Hathway 13.172 c.c. Dellow 22.4

C3. Over 3,000 c.c. 1. T. A. P. Tunner 13.945 c.c. Dellow 24.4

Ladies' Special 24.4

Best Lady: Miss Newton

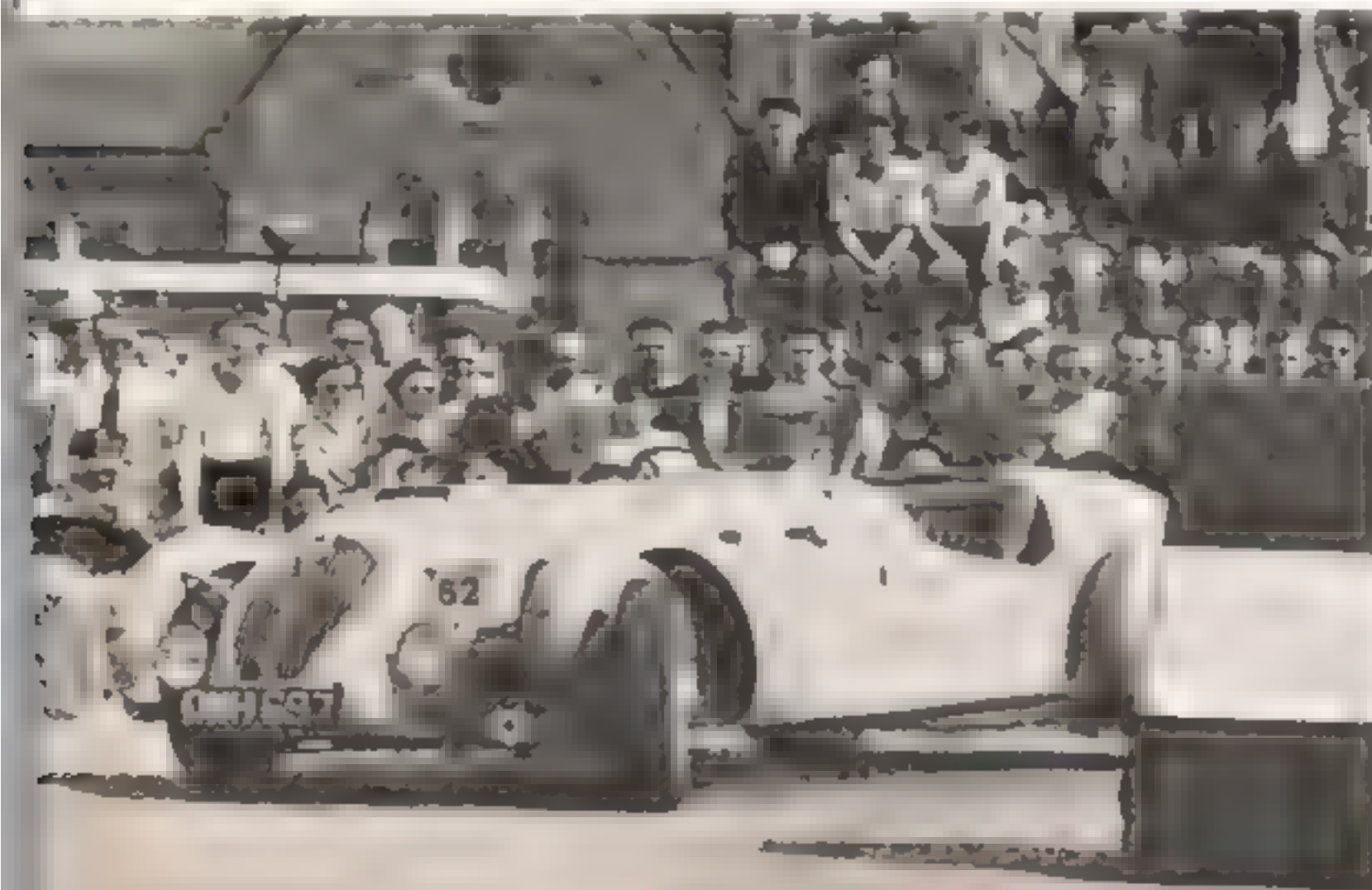
Best Team: Morgan (Bancroft, Reece, Ray)

7.20 a.m. on Saturday saw E. Ainsworth away as number one in the Rally, thereafter every minute saw another competitor leave the Morecambe Promenade in blinding sunlight until after midday. The route led north up the A6, then west towards the Lake District.

The initial route was the same as last year's, as was the first test of the day at Low Top (near Higher Newton). This was the hill which had to be climbed twice. The first climb had to be completed in less than 30 seconds for the open cars and specials and in less than 35 seconds by the closed cars. The second climb had to be faster than the first. If it were not, then the difference was added to the second time, really doubling any mistake. Unfortunately, many competitors took too much notice of the organizing club's advice to take things easy on the first climb as no less than 28 exceeded their maximum time allowance—nearly all of them recording good times on their second run later in the day. Nearest of the lot was Wilkins's M.G. TD, with 4th secs. over time, thereby losing one mark which cost him the London Starters' Award. It is understood that a stop watch is his next acquisition.

Once again it was C. R. Hardman with his Dellow who made best time in 21.2 secs. Second, and leading class A3, was C. Heath (Jaguar XK120) in 21.4 secs, while third and leading class A2 was C. M. B. Kite (Lea-Francis) who got up in 21.6 secs, as did G. P. Denham-Cookes and S. H. Wood, both in Jaguar XK 120s. M.G. 14-litre saloons took first four places in class B1, D. Butterwick leading in 24.2 secs., P. Bolton and H. Shield tying for second

UP-AND-COMING Ben Hepton, a man to watch in the future, places his Healey just right to round the main pylon



Morgan's Morecambe—continued

in 24.8 secs. and R. Sidwell following up in 25.0 secs. Class B2 was led by A. Alsop (Sunbeam-Talbot) in 23.4 secs. while C. Whitehall made a beautiful run in his Bentley to record 22.6 secs. in class B3. It is somewhat surprising that in none of the various hill tests in the rally did any "special" make a particularly good showing.

After the Tow Top Hill Test things changed from the previous year for the first time. The total distance travelled on the second day was considerably greater this year at 132 miles and much more of the beautiful Lake District was taken in. Proceeding by devious routes, an average of between 20 and 30 m.p.h. had to be maintained. The official instructions invited competitors to take it easy and enjoy—or let the navigator enjoy—the scenery. In actual practice a good speed had to be maintained with the driver concentrating on his (or her) cornering and the navigator trying to read the (luckily clear) route card in the swinging car.

By way of Staveley, at the southern end of Lake Windermere, and Troutbeck, the next control was at Kirkstone Inn, to the north of Ambleside. Turning south through that town the route then led west through Langdale Fell and Blea Tarn to Wrynose Pass. Here there was a restart test, being similar to the previous day's Birdie Brow Hill Test. It was untimed, however, and the point of it was lost on most competitors.

Still in the wilds, the route then wound south, clouds of fine dust being raised by the passage of each car making a certainty of a roaring trade at the noggin department of the next stop. After passing through Broughton Mills the track led northwards through Conistone Water. And so through Penny Bridge to Lake Side at the southern end of Lake Windermere where a compulsory three-quarter hour stop was made. A well-chosen spot.

For some distance after this break the route repeated that of last year back to Tow Top for the second part of the hill test. Times have already been given.

A straightforward run then followed back to Morecambe and the two final tests. The first of these replaced the quadruple garage test of last year and was considered more fun. Competitors had to drive from an engine-off start into a bay at right-angles to the course, reverse out and between two pylons into a second "garage" on the opposite side and so out and forward to stop astride (latitudinally!) the finishing line. This was immediately followed by the "Monte-Morecambe", an excellent test first instituted last year. It must have gained quite a reputation for there were not half the many prangs experienced here last year. Roughly, one had to sprint down one side of the course, cross between pylons to the other side, turn round smartly at the end and nip back between the same pylons from the opposite side, reversing into a garage and out again in the original direction to stop before a foul line. It is good to get that word in, but no cracks about the language, please! One of the more complicated tests, you see.

Unfortunately, the L.A.C. could not make any of these final test results available and all they would publish was the best aggregate of the two which gained a special award. This award was a cunning touch as competitors would "have a go" no matter how they had

done elsewhere in the rally. Thus spectators would be assured of a good spectacle and with grandstands erected at 4s. per seat this would be quite a consideration. This special award fell to B. Grantham (Jaguar XK 120) whose time for the two tests totalled 69.4 secs. Actually his total times for all the tests at 113.2 secs. was best in his class but he lost two marks, thereby forfeiting his chances.

The L.A.C. have an admirable system whereby, apart from the Premier Award only one prize can go to one person. The awards have an order of merit which is the order given here, thus a class award winner is not necessarily the best in the class.

Only 3th sec. separated first and second places which is as close as it could be. One hears of M.G. owners considering that Dellow should be classed as specials! Miss Newton had the bad luck to lose ten marks on the second day thereby dropping right out of the running. Ken Bancroft certainly fulfilled the promise shown by the Morgans in the R.A.C. Rally. The Morgan Team (Messrs. Bancroft, Reece and Ray), who were leading after the first day, dropped out of the running when Ray lost a mark in the final tests. That was a black mark, was it not?

DENIS A. WILKINS

PROVISIONAL RESULTS

Morecambe and Heysham Challenge Trophy (Premier Award): K. Bancroft (2,088 c.c. Morgan), 108.2

Morecambe and Lancaster Challenge Trophy (Best Group A): K. Bancroft (2,088 c.c. Morgan), 108.2

Carnival Committee Challenge Trophy (Best Group B): J. C. Wallwork (2,088 c.c. Standard), 126.4

Group "C" Prize: S. G. Hathwaite (1,172 c.c. Dellow), 118.6

Starting Control Prizes: Birmingham: R. Sidwell (1,250 c.c. M.G.), 127.8; Bristol: T. G. Cunane (1,250 c.c. M.G. TC), 117.8; Glasgow: J. P. Boardman (2,660 c.c. Austin), 137.6; Leeds: R. Walshaw (1,265 c.c. Hillman), 127.2; Manchester: C. R. Hardman (1,172 c.c. Dellow), 108.4; London: A. Gordon (1,496 c.c. H.R.G.), 140.2; Whalley: C. B. Offley (2,267 c.c. Sunbeam-Talbot), 131.2

Class Awards: A1: R. A. Gouldbourne (1,250 c.c. M.G. TD), 114.0; A2: P. B. Reece (2,088 c.c. Morgan), 115.0; A3: J. H. Cunningham (3,442 c.c. Jaguar), 115.0; B1: A. H. Senior (1,200 c.c. Austin), 132.4; B2: F. M. Marsh (2,443 c.c. Healey), 132.2; B3: M. Tew (4,086 c.c. Humber), 154.0; C1: D. Ogden (1,099 c.c. K.B.O. Special), 126.4; C2: B. B. Davies (919 c.c. Morris), 125.6; C3: T. A. P. Tanner (3,945 c.c. Tanner Special), 151.2 (and 3 marks lost).

Ladies' Prize: Mrs. Pat Appleyard (3,442 c.c. Jaguar), 126.0 (and 1 mark lost).

Old Favourites Prize (Best pre-war car): Mrs. K. Hague (1,496 c.c. Riley), 116.0; Driver, Mr. J. V. H. Holt, 116.0.

Turner Challenge Trophy (Best in Final Tests): B. Grantham (3,442 c.c. Jaguar) Time in Final Tests 1 and 2—69.4 secs.

Team Prize: B.A.R.C. (H. C. Mason, M. S. Wilson, R. L. Haley) M.G. TDs, 364.2

**CONCOURS D'ELEGANCE
FINAL RESULTS**

Division 1, Class 1/A: D. A. Hirt (1934 Aston Martin), 75, first prize.

Division 1, Class 1/B: E. S. Sneath (1934 Bentley), 78, first prize.

Division 2, Class A/1: J. G. Joseph (1952 Austin A40), 355, first prize; C. M. Seward (1952 M.G. TD), 349, second prize.

Division 2, Class A/2: B. N. Wilmott (1950 Marauder), 92, first prize.

Division 2, Class A/3: No class, no prize.

Division 2, Class B/1: A. E. Westbrook (1951 Morris Minor), 372½, first prize; W. W. Hosgood (1949 Standard Vanguard), 352½, second prize.

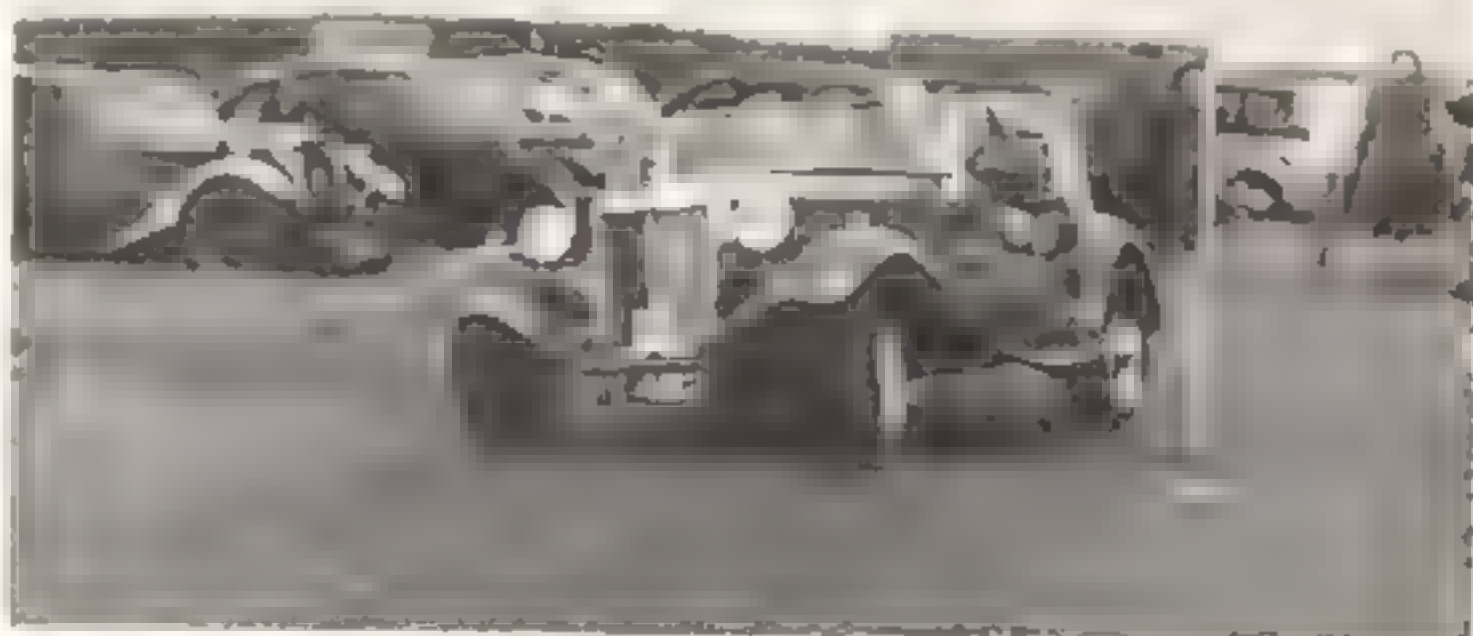
Division 2, Class B/2: R. A. Newsum (1952 Riley 1½ t.c.), 561, first prize; H. Harrop (1951 Triumph Renown), 557, second prize; G. F. H. De Relwyskow (1950 Triumph Renown), 554, third prize.

Division 2, Class B/3: Lt.-Col. N. P. Burrows (1948 Healey), 80, first prize.

Division 2, Class C/1: No class, no prize.

Division 2, Class C/2: R. A. Gaunt (1951 Sunbeam-Talbot), 90, first prize.

Division 2, Class C/3: C. W. Whiteley (1949 Bentley 4½-litre), 97, special prize.



PEAK REVS WIMBLE' TROPHY: T. Needham's TD M.G. corners in Test 8 of the recent Sheffield and Hallamshire v. Derby County Clubs contest



SUNLIT CIRCUIT: Goodwood weather last Saturday was at its glorious best—the car snapped here is J. J. Viro's Talbot

GOODWOOD MEMBERS' MEETING

RESULTS of the B.A.R.C. Members' meeting at Goodwood last Saturday are the following:

Race 1. 5-lap Scratch Race (up to 1,100 c.c. U/s.): 1. L. Gibbs (Riley), 10 mins. 49.2 secs., 66.55 m.p.h.; 2. R. Watling-Greenwood (R.W.G.); 3. J. M. Sparrowe (Morgan); 4. C. Treen (Treen Riley).

Fastest lap: L. Gibbs (Riley) 68.46 m.p.h.

Race 2. 5-lap Scratch Race (1,100-1,500 c.c. U/s.): 1. F. C. Davis (Cooper-M.G.), 9 mins. 53 secs., 72.85 m.p.h.; 2. G. A. Ruddock (Lester-M.G.); 3. P. D. Gammon (M.G.); 4. D. M. D. Blakely (H.R.G.).

Fastest lap: G. A. Ruddock (Lester-M.G.), 74.74 m.p.h.

Race 3. 5-lap Scratch Race (1,500-3,000 c.c. U/s.): 1. R. F. Salvadori (Frazer-Nash), 9 mins. 24.2 secs., 76.59 m.p.h.; 2. H. A. Mitchell (Frazer-Nash); 3. R. F. Peacock (Frazer-Nash); 4. T. A. D. Crook (Frazer-Nash).

Fastest lap: T. A. D. Crook (Frazer-Nash), 78.98 m.p.h.

Race 4. 5-lap Scratch Race (over 3 litres U/s.): 1. Oscar Moore (H.W.M. Jaguar), 9 mins. 39 secs., 74.61 m.p.h.; 2. J. K. Hemsworth (Jaguar); 3. E. P. Scragg (Alfa-Jaguar); 4. R. C. Symondson (Bugatti).

Fastest lap: E. P. Scragg (Alfa-Jaguar) 76.32 m.p.h.

Race 5. Handicap A (5 laps): 1. A. P. O. Rogers (Riley Saloon) [start 1 min. 27.2 secs.], 11 mins. 27.2 secs. (62.88 m.p.h.); 2. Mrs. R. B. Gibbs (H.R.G.) [1 min. 35 secs.]; 3. L. Gibbs (Riley) [1 min. 10 secs.]; 4. R. F. Collinson (Aston Martin) [1 min. 15 secs.].

Fastest Lap: R. F. Collinson (Aston Martin), 68.03 m.p.h.

Race 6. Handicap B (5 laps): 1. A. S. Lusty (M.G.) [1 min. 40 secs.], 11 mins. 20.8 secs. (64.40 m.p.h.); 2. H. B. Stutchbury (M.G.) [1 min. 40 secs.]; 3. J. G. S. Sears (Cooper-M.G.) [40 secs.]; 4. J. Goodhew (Lagonda) [Scratch].

Fastest Lap: J. Goodhew (Lagonda), 72.97 m.p.h.

Race 7. Handicap C (5 laps): 1.

C. A. S. Brooks (Healey) [1 min. 9 secs.], 10 mins. 18.4 secs. (69.85 m.p.h.); 2. J. K. Hemsworth (Jaguar) [27 secs.]; 3. O. Moore (H.W.M. Jaguar) [Scratch]; 4. D. H. Sessions (Healey) [55 secs.].

Fastest Lap: O. Moore (H.W.M. Jaguar), 79.85 m.p.h.

Race 8. Handicap D (5 laps): 1. R. F. Peacock (Frazer-Nash) [6 secs.], 10 mins. 51.4 secs. (76.66 m.p.h.); 2. T. A. D. Crook (Frazer-Nash) [Scratch]; 3. P. D. Gammon (M.G.) [44 secs.]; 4. D. M. D. Blakely (H.R.G.) [1 min. 7 secs.].

Fastest Lap: R. F. Salvadori (Frazer-Nash), 78.83 m.p.h.

Race 9. Handicap E (5 laps): 1. P. B. Merritt (Aston Martin) [1 min. 29 secs.], 11 mins. 30.2 secs. (67.47 m.p.h.); 2. C. le S. Metcalfe (Fiat) [1 min. 39 secs.]; 3. A. P. O. Rogers (Riley Saloon) [2 mins. 6 secs.]; 4. T. A. M. Piggott (M.G.) [1 min. 54 secs.].

Fastest Lap: R. C. Symondson (Bugatti), 72.97 m.p.h.

DICING IN THE DUST

THE Hants and Berks closed driving test meeting on Sunday, 18th May, attracted the largest ever entry of 48 cars—mostly sports and specials, but, true to H and B ideas, a good sprinkling of ordinary saloons as well.

The venue—a motor-cycle dirt-track at California-in-England, Berks, lived up to its name in having brilliantly hot weather—even if the dust raised by competitors was at times more reminiscent of a desert sandstorm.

There were four tests; the first a simple wiggle wobble around two sets of pylons, the second with forward and reverse garages and one wiggle-wobble; the third with the same two garages, but with a wiggle between them and a further third garage; the fourth a timed lap.

Considering the loose sand surface, there were very few penalties incurred for knocking over pylons. B.T.D. was returned by M. Hopkinson in his blown Ausford, which seemed to have rocket-like acceleration. Mrs. Nancy Mitchell gave her usual polished performance to win the ladies' award.

Among the closed cars, Douglas Johns, A 90 Austin with the hood up (Closed Car Award), and G. P. Geary (Vauxhall "25") were spectacular, and A. C. Tooth's elderly Rolls most sedate.

RESULTS

Best Performance: Michael Hopkinson (Ausford). B.T.D.

1st Class Awards: Brian Watridge (Watridge Spl.); M. Ness (Ford Spl.); Nancy Mitchell (H.R.G.) (Ladies' Award), G. Tapp (Buckler), H. Bradford (M.G. TD).

2nd Class Awards: Molly Hopkinson (Ausford); K. Edmundson (M.G.); Major C. Hunt (Ford 10); L. May (Ford Spl.).

Closed Car Award: D. C. E. Johns (A 90).

DUSTY DRIFT: (Below) K. Edmundson's TC M.G., during the Hants and Berks M.C.'s driving tests at California-in-England.



SPORTS

PRESCOTT — BRISTOL
PHOENIX PARK

PICTURESQUE. (Left)
very fast BMW-Bristol,
of Prescott hill-

TRAFFIC JAM. (Right)
starters gets under
Formula 3 race



PHOENIX PARK (Below) Tom Lord (MG) and
P. Byrne (Riley) on the starting grid during the
IMRC handicap race at Phoenix Park



PRESCOTT PARADE (Above) Sum
paddock, with Bassett's Steyr-Allura

KERDOYNGE (Below) F. Russell (Alf
bashing at Boreh



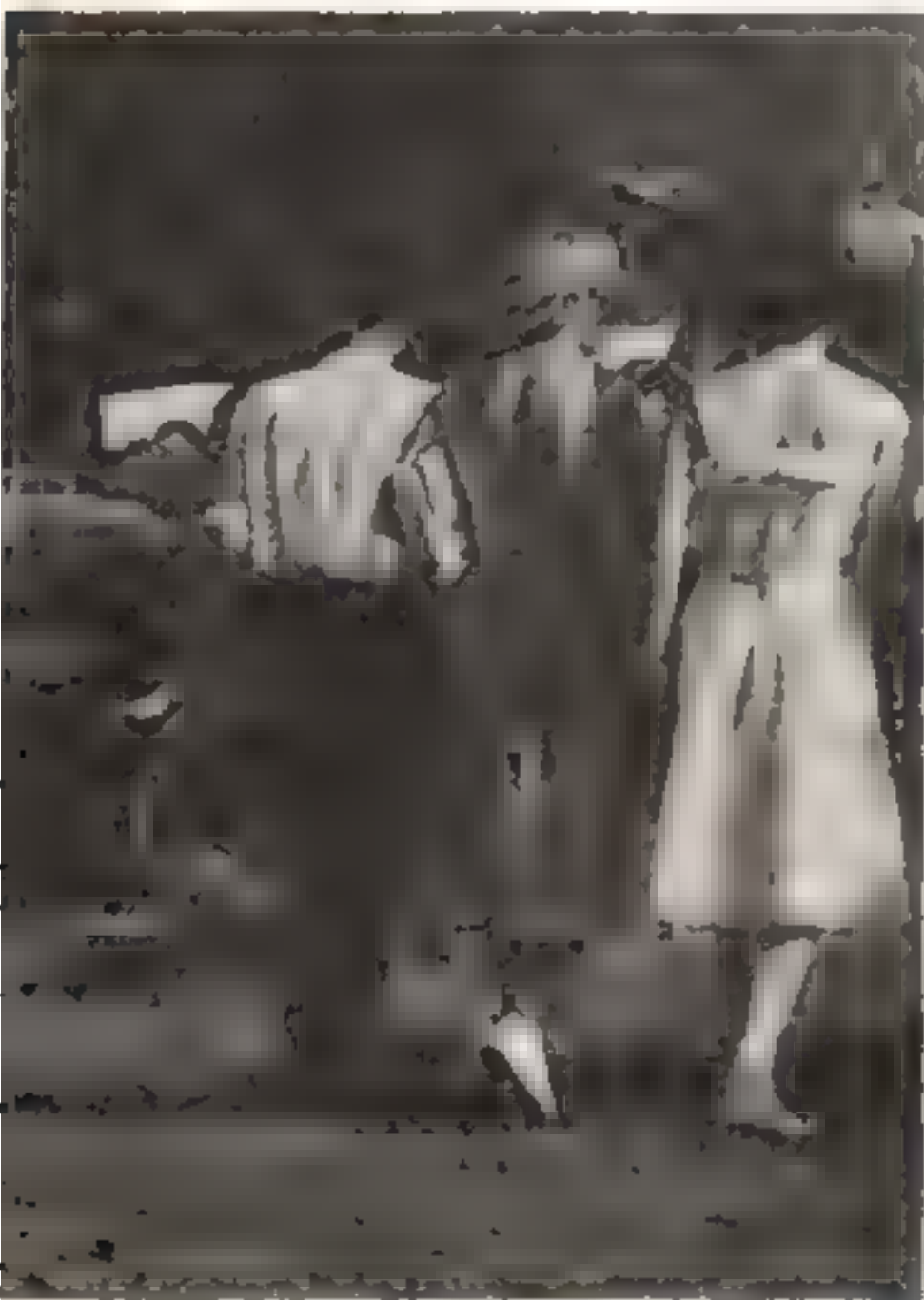
Y 23, 1952

SNAPS

NDS HATCH
- BOREHAM

Ron Willis and his
n the upper stretch
each course

The field of 42
in the 10-lap
Boreham



er-clad helpers in the
in the background

doing a spot of bat



DOUBLE VICTOR (Above) Ken Watkins (Cadillac-Allard) collected a couple of firsts at Boreham.

JAG JUGGLERS. (Below) Bill Black spins at "Gillhooley", whilst E Murkett takes avoiding action - a Boreham incident





AUTOSPORT, MAY 23, 1952

COOPER: "... not only the correct wear for Formula 2, but points the way for constructors of 2½-litre machinery destined for the forthcoming Formula 1"

day of the race went off without any trouble, and one was able to concentrate on the actual motoring. And what motoring!

In the very first race of the day, for the half-litre boys, we saw an exhibition of driving that has never been surpassed. On a circuit still wet from heavy rain, Lewis-Evans showed a mastery over his Cooper that was quite uncanny. With a superb mixture of skill and dash, he appeared able to defy all the natural laws, and I would not have missed seeing this performance for anything.

Perhaps it was as well that the course had dried before the touring cars took off, for some of them were pretty

Technical and Otherwise

by John Bolster

SILVERSTONE COMMENTARY

I LIKE motor racing in case you didn't know, and I like getting myself mixed up in it, and seeing it "from the inside". Thus, when Raymond Baxter asked me to "do" the pits at Silverstone for the B.B.C., I grabbed the opportunity without any hesitation. During the practice period, I was soon up to my neck in the noise and smell of quick motoring, and endeavoured to sift a little truth from the rumour and conjecture that were flying around. All this pre-race study is invaluable for getting one into the picture, since the broadcaster's job is to make the listener feel that he is actually on the spot himself, and to do that one must be steeped in the atmosphere.

Let me say, straight away, that commentating is an immensely skilled profession, and the more of it I do, the more I find that I have yet to learn. The experts make it sound dead easy by an art that conceals art, just as a really great driver can make motor racing look simple. For an amateur like me, however, there are no short cuts; meticulous preparation is essential, of which the learning by heart of the whole programme, and all the numbers, is just one example.

As far as I was concerned, the Silverstone broadcast broke new ground, for we were using a radio link from the pits for the first time. Previously, I had always been followed by hundreds of yards of cable as I dashed from pit to pit, and the idea of having this infernal tail cut off naturally appealed. It was replaced, in this instance, by a mobile transmitter that was strapped to my back, and thus my dulcet tones were wafted across the track, where they were picked up and scrambled in with all the other noise and rattling. For those technical experts who want to know more about this V.H.F. frequency-modulation outfit, I'm afraid that I can only say that it doesn't half get heavy towards the end of an afternoon.

Naturally, there were snags and difficulties at first with this new method with which the engineers coped manfully. Finally, an early morning rehearsal on the

unsteady, to say the least. If the first three men and cars were something of a foregone conclusion, there was much of interest among the rest of the field, and I thought that Jim Mayers' effort in the A.C. was as fine a drive as any.

For me, the sports-car race was principally marked by the reticence of the Jaguar pit staff. The team were certainly in trouble, and if I was determined to find out the reason on behalf of my customers, Lofty England was equally insistent that it should all remain a dark secret. It is rare for these cars to be off form, but although two of them behaved very badly, the third machine was in its usual winning position.

When the Formula 2 bolides got going, there was much of interest. So many of the cars were new that there was naturally a fair amount of last-minute flap going on in some of the pits. The principal trouble was high oil temperature, which seems rather surprising. One would not imagine that the naturally aspirated two-litres would be afflicted in that way, but increased cooling will have to be found in one or two cases. If wet sump lubrication is going to be retained, I think there is a very strong case for putting in a cooling and filtering circuit with its own separate pump. Such a scheme has been used many times in the past, notably on the Ridley special that I described recently. No engine can be reliable if the oil's heat cannot be held in check, and the ambient temperature may well be considerably higher at future events than it was at Silverstone.

H.W.M.: "... after all that H.W.M.s have done for our prestige abroad, it was fitting that we should have the chance to applaud them for a great contest at home".



It was a pity that the Gordini were afflicted with transmission trouble, for they showed a fine turn of speed. Bira, who has tried both types, told me that the new "six" has the best brakes he has ever known, but that the "four" is preferable from a steering point of view. It would certainly appear that the full two-litre has its weight further forward than the earlier cars. Point is lent to this by the latest Ferrari, which has its engine as far back as any Edwardian racer.

I think that the Gordini and the Cooper are not only the correct wear for Formula 2, but that they point the way for constructors of 2½-litre machinery destined for the forthcoming Formula 1. Although these cars are

smaller and lighter than their competitors, they are perfectly steady on the road, and most impressive on corners. Why, then, cast around a lot of extra metal?

It would not be right to conclude an article on the *Daily Express* meeting without giving John Heath, and his victorious H W M's a hand. It is no secret that these cars have had more than their share of teething troubles, and they were only made ready for the race by work on an heroic scale. After all that H W M's have done for our prestige abroad, it was fitting that we should have the chance to applaud them for a great conquest at home. Well done indeed!

BOOK REVIEW

The "Daily Mail" Motoring Guide, 1952.

Edited by Courtenay Edwards

Size: 4½ in. x 7½ in., 160 pp.

Price: Two shillings

Publishers: The "Daily Mail" Associated Newspapers, Ltd., London.

THE 1952 issue of the *Daily Mail* Motoring Guide is now out; it constitutes a remarkable two-shillings-worth, with 160 pages copiously filled with motoring information of every variety. Sport gets a fine share in this guide, with the accent on British efforts; full 1951 results are published, famous racing drivers and cars are portrayed, there are articles on Formula 1, 2 and 3, on trials, veterans, rallies and so on. The normal, everyday motorist is not neglected, and much helpful information

is there on travelling at home and abroad, caravanning, the driving test, maintenance and accessories. There is an absorbing A to Z section of road test reports, and articles are contributed by Sammy Davis, Ian Appleyard, Kay Petre, Courtenay Edwards, St. John C. Nixon, G. James Aliday, Dennis May, Gregor Grant, Desmond Scannell and others.

Lt.-Col. Cargill offers some interesting information on police motoring activities, and some valuable notes by authorities on law, insurance and the B.M.T.A. covenant are included. Finally, there is a full list of the British motoring clubs and secretarial addresses.

The 1952 *Daily Mail* Guide contains much of interest for every branch of the motoring movement, and with its many excellent pictures must be unrivalled at the price.

C P



BRUSSELS. An extraordinary photograph taken during the multiple crash in Heat 2 of the recent Brussels G.P. for Formula 3 cars, when ten cars were involved, including the Kiefts of Stirling Moss and Charlie Headland. No one was injured.

Correspondence

Retreads

THE attention of my Committee has been drawn to the letter from Miss Betty Haig published in your journal concerning the prohibition of "remoulds" at the Gosport A.C. Closed Invitation Speed Trial held on the 27th April last.

My Committee felt that you and your readers might care to know that Miss Betty Haig has correctly apprehended the truth of the matter. It was the R.A.C., which required the inclusion of this prohibition in our Supplementary Regulations and not the Committee of this club.

Many representations have been made to my Committee about this prohibition, as a result of which a letter has been sent to the Competitions Manager of the R.A.C., requesting that this prohibition should be rescinded, at any rate in the case of our sprint which, as you may know, is held over a dead straight and level course.

We are now anxiously awaiting the decision of the R.A.C.

R. W. ELLIOTT,

GOSPORT, HANTS.

Chairman, Gosport A.C.

Mirrored

IT may be of little moment, and perhaps most people noticed it, but if not, some may be interested in the fact that in the photo of the Minicar engine in John Bolster's article on page 561 of 2nd May issue, the photographer and buildings behind are reflected in the chrome of the headlamp rim or so it appears to me.

J. N. NICHOLSON

ROTHERHAM.

The Brkinb G.P. and Formula 1

I COME after numerous appeals to support the plea that the British Grand Prix, for this year anyway, should be for Formula 1 cars. Many of the letters have been because of the B.R.M., but it is not solely on its account that I suggest that there should not be a change, though, of course, I should like to see that marque given as many opportunities as possible now.

Last year I advocated that Formula 2 should be given more scope by organizers in this country than it was then getting, and I still think there is a definite place for such races. Nevertheless, there is little reason why it should usurp the premier position, for that is what has happened internationally. This is likely to be detrimental to the sport, and, judging by what I have seen of it so far, it is not *Grand Prix*.

Though I enjoyed the recent International Trophy at

Silverstone, and was very pleased with an unexpected British win, without detracting credit from anyone concerned, I thought that the racing lacked the force of Formula 1. The heats and the final idea is perhaps most suitable for Formula 2, but there were quite a large number of "casualties" even in the short distances concerned, and the two French races do not seem to have been notably free of these. Of course many of the cars are new, but they are voiturettes and not real G.P. machines.

In spite of preferring long distance races, I cannot raise a great deal of enthusiasm if they are to be Formula 2 (though naturally that is better than none at all) and I am sure I am not alone in this.

So please B.R.D.C., let it be a Formula 1 event on 19th July. Surely if the prize and starting moneys are good enough we can see at least a couple of works Ferraris as well as one or two independents, the Oscas, etc., and, of course, the B.R.M.s. Also, what about the Sacha-Gordine, and the improved Talbots Tony Lago was reported to be working on?

K. J. BRYTHE

BOXMOOR, HERTS.

Accommodation for Le Mans

THE announcement in a recent issue of AUTOSPORT that accommodation in and around Le Mans for the G.P. d'Endurance is now extremely hard to come by, may have depressed some laggards who had intended visiting the circuit. Enthusiasts should remember that elsewhere in France, June is still the hoteliers' slack season. Last year a friend and I made Alençon, some 50 kilometres from Le Mans, our base and had no accommodation worries at all—we did not even book rooms, but found them easily obtainable at no excessive price.

The distance between Alençon and Le Mans meant that we had to watch the whole race, for returning to our hotel for sleep would have meant missing too much of the race. This proved no hardship at all, somewhat to my surprise, and this year's entry list promises to make time pass all the more quickly.

J. D. H. PRICE

HAYLE, CORNWALL.

Improving Spectators' Facilities

ON looking back through some of the past AUTOSPORTS, I noticed a small paragraph in the Editorial of the 5th October, 1951, magazine, about the B.A.R.C. being fully aware of the need for good spectator facilities at the Goodwood

"Crazy Italians—one would think it was a race or something!"



circuit. On going to the Easter Monday meeting there, I compared the Goodwood of 1952 with that of 1951, and I at once saw that a great deal had been done for the spectators, but visions of Continental circuits came to my mind, where the spectator has the opportunity of watching the racing from inside the track, and therefore seeing the finer points of good cornering from different positions. Now don't you think that this would be a good idea for Goodwood—and Boreham for that matter?

ANDREW P. CHAMBERLAIN-HEDGER

ABINGDON, BERKS.

Anyone Know HGC 585?

I wonder if through one of your readers I can trace the history of the car which I own; it is registered as an A.C. and once had a six-cylinder A.C. engine. The car now has a Le Mans Aston Martin engine (EZ/209) and is painted silver. The radiator is, I am told, from a racing Delage; the body is a wooden framed canvas covered one, well cowed on the passenger's side, scuttle is cast aluminium and the steering box Bugatti. Rear axle is normal crown wheel and pinion type, ratio unknown. Rear wheel brake drums have two sets of shoes. Registration number is HGC585 and date of registration September, 1945. The chassis number given in the log book is 704163.

I cannot identify the chassis nor anything else apart from the engine and would be very glad of any information about the car. The previous named owners seemed uninterested as I received no replies from them.

PATRICK FELTON

"HOLMBURY", RANELAGH STREET, HIREFORD.

Small British Sports-cars

I was very interested in K. J. Blythe's letter on the small sports-car in the 2nd May issue of AUTOSPORT.

As an enthusiast, I often indulge in what are, I think, called pipe-dreams, and, like Mr. Blythe, I have often visualized a small sports-car, based on the well-tried Morris Minor chassis.

I think that if a light tubular chassis frame were used to replace the body-cum-chassis construction, a TD M.G. engine and gearbox fitted, with a suitable rear-axle, a very potent small sports-car would result.

No one can decry the suspension and steering qualities of the Minor; one has only to look at the Arnott 500 racing-car, using, basically the same suspension, front and rear.

If the TD engine is thought to be too "large" for a small car, maybe someone will tune one of the 800 c.c. Austin engines. Who knows?

G. B. BUCKLEY

WOTTON-UNDER-EDGE, GLOS.

Silverstone

CAN you spare space in your weekly to convey my congratulations to the *Daily Express* and the B.R.D.C. for the wonderful day's racing at Silverstone on 10th May.

What a change for British cars to be first and second; the highest praise must be offered to H.W. Motors Ltd., and their two well-known principals, John Heath and George Abecassis.

Equally pleasing the polished driving display given by our young British drivers, Macklin, Moss, Collins and Hawthorn. Just what these four could do driving H.W.M. cars in 1953 with engines developing 200 b.h.p. can well be imagined. British prestige would be very high indeed throughout the motoring world, instead of being in the doldrums as the result of the B.R.M. débâcle.

British car manufacturers will indeed need all the prestige they can get to enable them to sell our cars in the world export markets. Is it not time the 'big six' helped to get this prestige—or are they still going to rely on such firms as H.W.M. and Cooper to get it for them?

J. A. BROWN, DR

BIRMINGHAM, 30.

ONLY one thing marred a grand day's racing at Silverstone on 10th May, and that was the behaviour of the Spectator Marshals.

I imagine that these officials are admitted to the circuit without charge, and that it is their duty to ensure that spectators remain safely behind the second line of ropes. From my own experience on Lavant Straight, near Stowe Corner, they were interested only in chatting together,

watching the racing and taking an occasional photograph from their vantage points.

Did any of them notice that very many spectators were standing in front of the first line of ropes?

READING, BERKS.

A. S. FORTY

IT was indeed a pleasure to attend the Silverstone meeting on 10th May and see our cars well to the fore again. On the whole this was an excellently organized meeting and enjoyed by a vast crowd. Unfortunately, however, the whole thing was marred at the end when the officials, after a short period, left their positions, and motorists, in my particular instance in Red Park, were left to their own resources with 12 lines of traffic ahead, and amongst many others it was 9.30 to 9.45 before I left Silverstone track.

Whilst my journey was long enough, it grieved me to see that a coach-load heading for St. Austell, Cornwall, were also inconvenienced by this lack of organization. Quite frankly, if we are to expect British motor sport to be a success and to be followed by a growing crowd of enthusiasts, we must get down to this business seriously to make sure the crowds leave in an orderly manner and get away at least 1½ hours after the meeting has closed. These points should be stressed, as I feel quite a few of the people who were inconvenienced on Saturday, 10th May, will not attend the next Silverstone meeting.

BRISTOL.

R. A. EABLE

Retreads

IN regard to remoulded and retreaded tyres I should be interested to know on what evidence the R.A.C. based the ban. I cannot remember any reports of tyres bursting during sprints or hill-climbs. Do the R.A.C. realize that the majority of trials types use retreads and even with pressures down to five lbs. per square inch rarely have trouble with walls cracking, etc. Have they taken note of various International Rally results, the winners of many of which used retreaded tyres? In these cases the tyres have stood up to higher speeds and for longer periods than are ever attained in sprints and hill-climbs by normal sports-cars.

Do the R.A.C. realize that most retreading firms are very fussy about what covers they retread? For instance, a well-known firm refused to retread three covers of mine as they did not consider them good enough; yet the manufacturers remoulded the same covers without comment!

I fail to see why I should be compelled to spend approximately £30 for four new tyres just to compete in a ¼-mile sprint or a hill-climb, or for that matter in any race for sports-cars, up to one hour's duration. Racing-cars are, of course, a different kettle of fish. Nobody in his or her sane senses is going to drive a car rapidly on dud tyres and anyway the scrutineers have power to deal with anyone who tries.

MAIDENHEAD.

G. T. GREENHALGH.

Private Grandstands

I wonder how many people at Silverstone on Saturday were unable to have a decent view of the racing because of the stupid selfish lengths some spectators have gone to to erect their own grandstands. My view in Blue enclosure was spoilt by a steel and canvas monstrosity between myself and Club Corner.

In my opinion these erections should be excluded or charged a minimum of £5 5s. Could we have other readers' views on this?

WIMBORNE, STAFFS.

JAMES G. BOLTON

Bouquet for Bolster

I FEEL that I must thank you for your inclusion of John Bolster's article on driving technique in the current issue of AUTOSPORT. This subject is, I think, sadly neglected, and those few timely words may bear fruit in this season's racing driving, especially among competitors in the smaller meetings where this lack of experience is most apparent.

May I also mention how much I enjoyed the A.R.M. articles and all such similar technical discussion. Perhaps among your many readers there are some like myself at this moment considering the form that a trials special should take for next season, and who would be interested in a series of articles on its construction, conducted on the same lines as the A.R.M. project, and starting, for instance, with an Austin 7 chassis and engine.

Thanking you for a jolly fine magazine.

SHEFFIELD, 11.

GEOFFREY HALL.

JERSEY SPECIALS. (Right) Frank le Gallais lowering the local Bouley Bay hill-climb record on 9th May in his L.G.S., now powered with an XK 120 engine, rear mounted

(Below) W. J. Reynolds's Taylor Special has a 998 c.c. twin-cylinder J.A.P. engine mounted externally alongside the driver Fiat 1 f.s. and wheels are used on this ultra-short wheelbase machine



News from the Clubs

THE "CASC" RALLY

THE first joint effort of the Caernarvonshire and Anglesey and South Caernarvonshire Motor Clubs, and the first event by the former to have R.A.C. sanction, was the "CASC" Rally, which started from Jones Bros. Garage, Bangor, at midnight on 10th/11th May. As the title indicates, it was a jointly inspired event in every way. The five S. Caerns. entrants had first to face a maze of Anglesey lanes, comparatively simple to the Northern contingent of 12, but the Southerners got their own back for the part they had organized was over grueling mountain roads—or apologies for them—in the Migneint area of Merionethshire and elsewhere. Total mileage was nearly 200.

At the finish near Bethesda, no clean sheets were returned, due to skilfully placed secret checks. There were some retirements, the causes varying from the seized braking system of J. H. Owen's Aston Martin to the encounter which Iain Campbell-Blair and his brother Niall (XK 120) had with an Anglesey wall quite early in the Rally. Three competitors, H. D. Pritchard (L.M.B.), W. H. Blunt (Alvis) and J. Lewis (Alvis) were afterwards publicly thanked for placing their own chances in jeopardy by helping with medical and breakdown assistance.

After breakfast at the Swallow Falls Hotel, Bettws-y-Coed, a five-fold garaging test was held on a muddy and gravelly site. This was not used as a "decider" except in the case of the over 1,500 c.c. closed class, in which J. Lewis, of the C. and A. Club, steered his 3-litre Alvis saloon neatly round the drums to clock 92 secs, against the 106 seconds of A. McDermid's Ford (3.622 c.c.) saloon.

Best times in this test were those of H. D. Pritchard (59 secs.), T. Roberts, of the South Caernarvonshire Club with an expertly driven 1936 Morris 8 saloon (71 secs.) and W. R. Evans (Triumph Mayflower), 75 seconds.

But no special tests were needed to underline the outright winner of the Rally, W. Norman Owen (1½-litre Riley), who with only 20 marks lost on the road section, won the Palferman Trophy for

the best performance by a C. and A. Club member. With 100 marks lost, W. R. Evans (Mayflower) of the C. and A. Club gained a well-deserved plaque as under 1,500 c.c. closed class winner. With 130 marks lost A. F. Wilkes (Hillman Minx) won the Committee Cup for the best S. Caernarvonshire club performance. Other class winners, all C. and A. Club members, were open, under 1,500 c.c.: H. D. Pritchard, open, over 1,500 c.c.: H. Sutcliffe (XK 120 Jaguar); closed, over 1,500 c.c.: J. Lewis (Alvis).

The Ladies' Plaque was won by Miss E. W. Roberts (1,768 Lea-Francis).

Sutcliffe's performance was exceptional because he had little knowledge of either of the 'two clubs' districts, and had journeyed from the Midlands especially to compete, a fact which his Welsh hosts did not fail to appreciate.

CHILTERN C.C. ANNUAL TOURING RALLY

A CLOSED Invitation event, the Chiltern C.C.'s 10th Annual Touring Rally, takes place on Sunday, 15th June. As the title implies, this is a Rally run to comfortable schedules over normal road surfaces only, and is suitable to all types of cars. The course is about 30 miles in length, situated in the Amersham area of Bucks, and includes a number of Rally type tests.

Invited clubs are A.C.O.C., Gosport A.C., Harrow C.C., Lagoona, North London Enthusiasts, Sporting Owner D.C. and Windsor C.C. Secretary of the meeting is D. G. Gales of 1 Stanley Hall, Amersham, Bucks, to whom entries must be sent by 5th June.

NORTH LONDON M.C. REVIVED

FOLLOWING the recent revival of the old-established North London M.C., founded in 1929 a new committee has been elected including the following officers:

Chairman, Alan W. Day; Vice-Chairman, Stanley M. Greening; Hon. Treasurer, Lionel P. Walter; Hon. Secretary, G. F. Luck.

It has been decided that the subscription rates should remain at their pre-war level—Cars 21s., Sidecar Combination of three-wheeler 17s. 6d., Solo Motor-Cycles 15s., with an entrance fee of 2s. 6d. (Non-drivers, relatives and friends are welcomed at a nominal subscription of 2s. 6d. per annum.) Members are eligible to take part in an insurance scheme with a view to insuring their vehicles at more favourable rates.

With a view to ascertaining the types of competitions and functions desired by the new membership, a general meeting is being arranged during June. Applications for membership should be addressed to the Hon. Secretary at 27 Ferny Road, East Barnet, Herts.

M.G. CLUB RACE MEETING AT SILVERSTONE

THE M.G. Car Club are holding their Annual Silverstone Race Meeting on Saturday, 5th July, and amongst the invited Clubs are M.C.C., B.A.R.C., Bugatti O.C. and West Essex C.C.

The organisation of this event is in the hands of the South Eastern Centre of the Club, but all applications for entry should be made direct to the General Secretary, Russell Lowry, 7 Chapel Street, Liverpool, 2. Telephone: Central 3751.

SOUTHERN JOWETT MYSTERY RUN

THE first outdoor event of the Southern Jowett Car Club's 1952 season was a Mystery Run through the Surrey hills and Weald of Kent on Sunday, 27th April. Of the 24 participants, there were five entries from the A.C. Owners' Club and 10 from the Singer Owners' Club.

The results were 1, M. Foy, 82.4 per cent (S.J.C.C.); 2, R. Knight, 73.6 per cent (S.J.C.C.); 3, D. E. White, 72.0 per cent (S.J.C.C.).

The next event is a rally at Gustard Wood, near Wheathampstead, Herts., at 12 noon this coming Sunday, 25th May.

Continued on page 664

"DAILY EXPRESS" MEETING

Silverstone

10th May, 1952

"Production Race"

1500 c.c. TOURING CLASS

1st.

R. W. Jacobs, driving an

M.G.

1½ litre saloon



using MOBIL OIL

Why accept less for your M.G.?

VACUUM OIL COMPANY LIMITED, LONDON, S.W.1

News from the Clubs—continued

U.H.U.L.M.C. DRIVING TEST

ON Sunday, 11th May, the United Hospitals and University of London M.C. held their driving test meeting, which is intended for upgrading in status, to attract a wider field of competitors in the future. This ambition was justified in that the tests, staged in an aerodrome dispersal bay, were interesting and fair to various types of car, and that they were preceded by a simple road section of some 30 miles. This was in two halves, the first having to be covered at any speed from 22 to 40 m.p.h. average, and the second calling for rather more exacting navigation, at the same speed as the first. This caught out everybody except P. D. Bailey in a Standard 8. The tests themselves were interrupted once or twice by heavy showers, and the star performer in them appeared to be L. N. Needham in an ex-Wise Javelin driven by P. B. Jones. However, an examination of the times showed that an unhurried and unimpressive series of runs by N. E. Woakes in an elderly Ford 8 Special were, in fact, even quicker. An attractive feature of the occasion was that the organizers carried round a captive chartered accountant, Harry Acklay, who was able to calculate the leader of the event as at each stage of the proceedings, which was announced on the p.a. The final results were duplicated and posted the same evening.

H. B.

RESULTS

Best Performance of the Day: N. E. Woakes (Ford 8 Spl.), 926 marks

Best Performance (Saloon Cars): L. N. Needham (Jowett Javelin), 922.

Third Best Performances: P. A. Budden, 921; 4. P. D. Bailey, 908, 5. A. T. Burgess, 881; 6. D. H. Stout, 791, 7. B. Robinson, 745; 8. L. N. Drew, 738.

(Total of 15 finishers. No award was given for best performance in Class A (open cars), as there were only three starters in this class.)

NORTHERN ALLARD O.C.

A MEETING of the Northern Centre of the Allard Owners' Club was held at the Parkway Hotel, Bramhope, near Leeds, on 7th May, when an interesting talk was given by Denis Flather, of the R.A.C. Competitions Committee. Representatives from other clubs were invited.

OXFORD UNIVERSITY CLUB
POINT-TO-POINT

ON Sunday, 8th June, the Oxford University Motor Drivers' Club is organizing a "Navigation Point-to-Point" in the Cotswolds. The start and finish will be at Stow-on-the-Wold, Glos. and the course, which will be approximately 150 miles in length, will lie on one inch Ordnance Survey Map No. 144 of the New Popular Edition.

Invited clubs are: M.G.C.C. (Midland and South-West Centres), Hants and

Berks M.C., Oxfordshire Motor Racing Club, Cambridge University A.C., London University and United Hospitals M.C., Birmingham University M.C., Leeds University Union M.C., Manchester University M.C. and Loughborough College M.C.

The event is classified as a "Touring Assembly". Entries, which close on 3rd June, will be limited to 80, and the entrance fee will be 7s. 6d. Entry forms may be obtained from Hon. Sec., J. A. Ambrose, at Jesus College.

MIDLAND M.G. SPORTING
HALF-DAY

THE next event to be run by the Midland Centre of the M.G.C.C. is a "Sporting Half Day" on Saturday, 24th May, commencing at 2 p.m. at Auteboro' Farm, Water Orton, near Birmingham, by courtesy of G. A. "Prop" Lewis. The event will again consist of a series of Rally-type tests.

Competitors will be timed electro-mechanically by Ron Lowe, refreshments will be available, and public address equipment will keep both competitors and spectators *au fait* with all happenings. During next month the centre will be showing the film, "Welsh Rally, 1952", in Birmingham, giving both members and friends an opportunity to re-live this event, and to see themselves in "glorious Technicolor".

SEVERN VALLEY WELSH RALLY

THE Severn Valley M.C. held their Welsh Rally on Sunday, 27th April. From the start at Shrewsbury 44 competitors left at two-minute intervals for the morning road section of 112 miles. The route led via Welshpool to control at Llanymawddly—then over the Swlch-y-Groes Pass, to Dolgelly control, then Machynlleth and the final morning control at Aberystwyth where each competitor completed three driving tests.

The afternoon section of 150 miles had four controls at Lampeter, Newbridge-on-Wye, Newtown, and the final control at Shrewsbury. This section also contained a secret time check between Aberystwyth and Lampeter. Competitors certainly enjoyed an excellent day's motoring and congratulations are due to

Messrs. G. E. Gardner and P. D. Fullwood for a very successful Rally.

RESULTS

Aubrey Lucas Trophy (Best performance): A. J. Fletcher (M.G.).

Annual Rally Trophy (Best S.V.M.C. member's performance): H. T. Smith (Hillman).

Class A: 1. E. H. Whittles (M.G.); 2. L. A. Bouts (Morris); 3. S. Kennedy (S.S. 100).

Class B: 1. A. J. Fletcher (M.G.); 2. H. T. Smith (Hillman); 3. K. W. Smith (Morris).

Team Prize: F. E. Oldham, H. T. Smith and J. D. Parsonage (S.V.M.C.).

N. MIDLAND M.C.

AN Extraordinary General Meeting of the above club was called on 5th May to discuss the resignation of the chairman, J. H. Hudson, due to his taking up a business appointment in Birmingham.

This decision caused great regret amongst the club members, Mr. Hudson being one of the Founder Members of the Club and General Secretary until July last year when pressure of business caused him to relinquish this duty. Life membership of the club was conferred upon him to mark the club's recognition of his fine and capable work on its behalf.

The new chairman of the club is Mr. J. W. Fleetwood, and the vice chairman is Mr. E. R. Hodgson.

CHICHESTER M.C. TREASURE
HUNT

THE recently formed Chichester Motoring Club held their second road event on Sunday, 11th May, in the form of a Treasure Hunt. The route covered 45 miles of local territory and the clues, although of novel nature, did not require a high standard of intelligence to be solved. Out of a total entry of 14 cars the eventual winner proved to be A. Bleach.

Those interested in joining the Chichester M.C. should contact J. Sweepstone, St. Margarets, Coney Six, East Wittering, Chichester, Sussex.

More News from the Clubs on page 666.

C.S.M.A. DRIVING TESTS: Robin Trail's A40 Sports Austin bows gracefully during Test 2 of the Civil Service Motoring Association's recent event at Falkirk.





SUCCESSES

at The International
"Daily Express" Trophy
Meeting

SILVERSTONE

PRODUCTION TOURING CAR RACE

OUTRIGHT WINNER

JAGUAR (Stirling Moss)

2 HEALEY (with Riley engine)
(Ken Wharton)

4 JAGUAR
(B. Bradnack)

SUBJECT TO
CONFIRMATION

CLASS WINNERS

CLASS C (over 3,000 c.c.)

1 JAGUAR
(Stirling Moss)

3 JAGUAR
(B. Bradnack)

CLASS D (over 2,000 c.c.)

1 HEALEY (with Riley engine)
(Ken Wharton)

3 RILEY
(A. P. Warren)

CLASS F
(over
1,100 c.c.)

1 M.G.
(R. W. Jacobs)

PRODUCTION SPORTS CAR RACE

OUTRIGHT WINNER

JAGUAR (Stirling Moss)

CLASS WINNERS

CLASS C (over 3,000 c.c.)

1 JAGUAR
(Stirling Moss)

2 JAGUAR
(A. P. R. Rolt)

CLASS F (over 1,100 c.c.)

1 COOPER-M.G.
(F. C. Davis)



Most Racing Drivers use
SU CARBURETTORS

PHOENIX PARK HANDICAP RACE

E. T. McMillen (Nufor) wins I.M.R.C. Event—Hot Weather and Keen Racing — Baird breaks Lap Record with four-cylinder Ferrari

SUMMER heat and brilliant sunshine helped to make the Irish Motor-Racing Club's handicap race in Phoenix Park a most pleasant affair. Run on the small triangular 1.7-mile circuit, the event attracted an entry of 30 competitors, which was split into three heats, only the best-placed competitors reaching the final. Very few really fast machines were entered, but Bobbie Baird appeared in the 2-litre Ferrari, now cured of the oil-spraying habit it developed at Silverstone. His well-known mechanic, H. Griffin, made his racing debut in Baird's Griffin Special, and Noel Hillis competed with the fine old six-cylinder Maserati, still a very potent machine.

The first 10-lap heat contained the slower machines which, to the onlooker, were depressingly slow and unimpressive. Bobbie Newell's famous old Alvis unfortunately died on him after a few laps, Len Maathorpe's ex-Stevenson S.A.R. Special ran out of sparks, and the rest was merely a scuffle between sundry TC and TD M.G.s. J. D. O'Leary in a TD won the heat at an average speed of 53.27 m.p.h. from A. Coleman in another TD.

Heat two was a spot more interesting, with Pierce Cahill's Iona Special, Redmond Gallagher's new 500 c.c. Leprechaun II (described in this issue), Scott's fast Ford Special, and the ex-Chris Lindsay Nufor Special, now driven and owned by Ernest McMillen. This was a very lively and spirited 10 laps, with a ding-dong battle between the TC M.G.s of Stevenson and Preston. Scott's Ford went very well indeed until the last two laps, when tinkling noises emanated from under the bonnet. McMillen pressed on vigorously with the Nufor, locking wheels into the corners and sliding his front end on the Furry Glen hairpin. The "double-knocker" Norton engine in Leprechaun II was definitely very sick from the word go. McMillen won the heat from Stevenson by four seconds at an average of 59.40 m.p.h.

With Heat three came the really quick motoring. Baird in the Ferrari, Griffin in the Baird-Griffin, Hillis in the 6C Maserati, Frank Bigger's XK 120 Jaguar, Desmond Titterington's J2 Allard. A great battle ensued between Baird in the Ferrari and his mechanic in the Griffin, with Noel Hillis doing very nicely with the old Maserati.

Dick Lovell Butt was travelling well in the K-3 Magnette single-seater, but Joe Flynn's supercharged Morris 10 engined TC had been fed with something in the way of fuel which did not agree with it at all. Baird finally won the heat at an average speed of 69.51 m.p.h., a new record for the 10 laps of this circuit, previously held by Joe Kelly in the G.P. Alta at 69.43 m.p.h. Lovell-Butt followed Baird home into second place, with Titterington close behind him in the J2.

The final was one tremendous scramble for supremacy between Baird and Griffin, the latter driving very well. He passed Baird and remained in front of him for two laps, when Baird



OBLIGING: Tom Lord courteously mounts the bank at the Phoenix Park Hairpin to give Baird and his Ferrari "four" room to get out of a spot of bother.

spun off the course at Dublin Corner and stalled his engine, losing 25 seconds in the process. Whilst hurrying to catch and re-pass Griffin, Baird slid somewhat too fast into the Hairpin and Tom Lord most courteously mounted the bank with his TC to enable Baird to straighten himself and get clear. Baird eventually caught and re-passed Griffin, but could not catch McMillen's flying Nufor, which won at a speed 29 secs. quicker than in his earlier heat, and an average for the 10 laps final of 62.26 m.p.h. Baird broke Joe Kelly's lap record of 73.25 m.p.h. by a magnificent performance, with a lap returned at 75.01 m.p.h. O'Leary followed McMillen into second place with his TD, and Coleman on a similar car was third.

H. A. O'BRIEN

RESULTS

Heat 1: 1, J. D. O'Leary (1,250 M.G.), 53.27 m.p.h.; 2, A. Coleman (M.G.); 3, T. D. Lord (M.G.).

Heat 2: 1, E. T. McMillen (1,250 Nufor), 59.40 m.p.h.; 2, J. G. Stevenson (M.G.); 3, J. N. Preston (M.G.).

Heat 3: 1, W. R. Baird (1,980 Ferrari), 69.51 m.p.h.; 2, R. G. Lovell Butt (M.G.); 3, J. D. Titterington (Allard).

Final: 1, E. T. McMillen (1,250 Nufor), 62.26 m.p.h.; 2, J. D. O'Leary (1,250 M.G.); 3, A. Coleman (1,250 M.G.); 4, J. N. Preston (1,250 M.G.); 5, J. D. Titterington (Allard); 6, W. R. Baird (1,980 Ferrari); 7, H. Griffin (Baird-Griffin); 8, T. D. Lord (1,250 M.G.).

Fastest Lap: W. R. Baird (Ferrari), 75.01 m.p.h. (new record).

M.C.C. CUP CAR TRIAL

ON 18th May the Coventry and Warwickshire M.C. ran the M.C.C. Cup Trial over a course of 90 miles, finishing in the Cotswolds. Despite drying weather the organizers managed to plot a severe course with several sections of deep mud. Kington Hill failed nearly all the entrants.

RESULTS

Best Performance: R. B. James (1,172 Ford Spl.) no marks lost.

Ladies' Award: Miss M. A. Taylor (Ford 10), 135.

1st Class Award (Open): G. A. Lewis (H.R.G.), 26.; (Closed) B. Holland (Morris 12), 92.

2nd Class Award (Open): H. R. Harper (M.G.), 49; (Closed) D. A. Pattison (Sunbeam-Talbot), 99.

Best Pairs Award: R. B. James and D. A. Pattison, 99.

SINGER O.C. TREASURE HUNT

ON Sunday, 25th May, the Singer O.C. will meet at the Earl of Beaconsfield, Beaconsfield New Town, Bucks, for a Treasure Hunt commencing at 10.30 a.m. This will be followed by their annual meeting after lunch.

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

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RACE MEETING
Saturday, June 7
FIRST RACE 11.30

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Secretary of the Meeting :
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News from the Clubs—continued

PEAK REVS "WIMBLE" TROPHY

ON Sunday, 11th May, the Sheffield and Hallamshire M.C. and the Derby County M.C. held the first of what is intended to be an annual series of rally-type tests between teams of 12 cars, open and closed, per side; premier award is the Peak Revs "Wimble" Trophy, consisting of an M.G. J2 crankshaft, silver-plated and mounted on a large wooden shield.

The tests were held at Bircotes airfield, and were witnessed by a large crowd of enthusiasts. Test 1 was a double figure of eight, round two pylons to a flying finish; best times were made by Ken Bancroft (Morgan), 25 secs., Mick Beardshaw (BMW), 26.2 secs. and Alan Hopkinson (M.G.), 27.4 secs.

Test 2, a 70-yard dash to a garage, out to a further distance, a stop astride a line, the whole then to be covered in reverse, saw John Dalton (M.G.) and T. Shipside (M.G.) equal best with 31.8 secs. The third test was most intricate—four garages back to back formed a square, then out and around a pylon to a flying finish. T. Needham was quickest in 52.6 secs., with Bancroft, Hopkinson and Shipside next with 55 secs.

Test 4, a park alongside a kerb with barriers front and rear from which cars had to be manoeuvred out to a flying finish, saw many attempts made to fiddle the starter. Great laughter was heard when Ken Scales (M.G.) was seen to assist Cuth Harrison's Anglia by manually operating the front wheels from a prone position; here again Bancroft was best with 10.4 secs., Dalton second in 11 secs.

Time was passing quickly, so as the total marks were close on both sides it was decided to use test 5, the final marks then to count. This comprised a 70-yard dash, reverse through a circular row of pylons, forward to the right of a pylon into a garage opening, with a speed finish. This latter caused a few moments with the fastest cars hitting the finish at an angle, and on occasions times were spoilt by tail-sliding into a pylon over the line. Shipside was fastest in 19.4 secs., Bancroft and Beasley next with 20.3 and 21 secs.

Altogether a good show, with no accidents and only one mechanical failure, when John Lilley broke a half-shaft. He thereafter drove another Anglia by courtesy of Cuth Harrison. Final results showed Sheffield and Hallamshire the winners with 2,016.6 marks lost to the Derby Club's 2,150.

FRANCIS PENN.

SCARBOROUGH WEEK-END

TOMORROW and Sunday the Yorks Centre of the B.A.R.C. are holding their Scarborough Week-end, which opens with the Scarborough Rally. Competitors leave either Scarborough or Leeds after 1 p.m. on Saturday for an easy road section, converging on a central time control point, then proceeding to the finish at Scarborough. Special driving tests will be held en route and at the finish.

On Sunday comes the sixth Wilson Trophy Trial, starting at 1 p.m. from the Mallayan Spout Hotel, Goathland. The course, in the North Riding, will be about 40 miles in length. The Trial is a qualifying event for the R.A.C. and B.T.D.A. Championships.

COMING ATTRACTIONS

May 24th. Maidstone and Mid-Kent M.C. Race Meeting, Silverstone. Aberdeen and Dist. M.C. Race Meeting, Crimond. Start 3 p.m. Allard O.C. Speed Trials, Goodwood.

Armagh and Dist. M.C. and C.C. Driving Tests, Co. Armagh. Lagonda Club Southern Rally, Wick Hall, Radley, Berks. M.G.C.C. (Midland) Sporting Half-Day, Warwicks. Dublin Univ. A.C. Hill-climb. Westmorland M.C. Hill-climb. Grimsby M.C. Rally, Cleethorpes.

May 24th-25th. B.A.R.C. (Yorks) Scarborough Week-end. M.G.C.C. (S.E.) Night Trial, S.E. England. Sunbeam-Talbot O.C. Eastbourne Rally.

Midland A.C. Llandudno Rally. N. Devon M.C. Ilfracombe Rally.

May 25th. Eifelrennen (F2, 3, S.) Nürburgring, Germany. G.P. de Paris (F2), Monthéry. Casablanca 12 Hours Race (S.), Morocco.

Riley M.C. (Sc. Lowland Centre) Sports Rally.

Cumberland S.C.C. Navigation Trial, W. Cumberland.

Plymouth M.C. Trial, S. Devon.

Pathfinders and Derby M.C. Driving Tests, Derbyshire.

B.A.R.C. (Yorks) Wilson Trophy Trial. Start Mallayan Spout Hotel, Goathland, 1 p.m.

B.A.R.C. (S.W.) Trial, Petersfield.

N.W. London M.C. Trial, Bagshot.

S. of Scotland C.C. "Galloway Hundred" Trial.

Harrow C.C. Treasure Hunt. Start Leyhill Common, nr. Chesham, 3 p.m.

Cheltenham M.C. Speed Trials, Staverton, Gloucs. Start 1 p.m.

Loughborough College M.C. Speed Trials, Hooton.

Cemian M.C. President's Cup Rally, Southill, Beds.

A.C.O.C. Novices' Point-to-Point. Start, Chase Hotel, Ingatestone, Essex, 1.30 p.m.

May 29th. B.R.D.C. British Empire Trophy Race (S.), Douglas, I.O.M.

May 30th. Indianapolis 500 Miles Race (3-litres S., 4½-litres U.S.). U.S.A.

SUNDAY'S SPRINTS AT STAVERTON

THE Cheltenham M.C.'s Speed Trial meeting at Staverton Airport, Gloucestershire, on Sunday (25th May), begins at 1 p.m. This event is open to the public, admission being 1s., while there is adequate parking space. Buses run every 15 minutes from Cheltenham and Gloucester.

SEAMAN TROPHY RACE

THE event for historic racing-cars (built prior to 31st December, 1937), will be run at the second Vintage S.C.C.'s Silverstone meeting on 12th July, over a distance of 100 kilometres. Winner will receive the Seaman Trophy (held for one

year) and £50, whilst the Vintage Seaman Trophy will go to the driver of the highest-placed vintage machine. Invited clubs are: B.R.D.C., Bugatti O.C., Aston Martin O.C., and Bristol M.C. and C.C.C.

Owners of eligible cars should get in touch with T. W. Carson, Mellaha, Pack Lane, Kempshott, Basingstoke. Regulations will be issued early next month.

MORGAN THREE-WHEELER CLUB (N.W.)

ON Sunday the North-West group of the Morgan Three-Wheeler Club will hold a social run to Llangollen. The Manchester contingent will meet at Mere Corner on the main Manchester-Chester road at 9.45 a.m. Chester and district members meet the Manchester contingent at Chester Castle at 10.45 a.m. Picnic lunch and tea will be provided.

MARGATE RALLY AND CONCOURS

SUPPLEMENTARY Regulations are now available for the Maidstone and Mid-Kent M.C.'s Margate Rally and Concours d'Elegance, which takes place on 27th/29th June. This is an invitation event, open to members of the B.A.R.C., London M.C., V.S.C.C., Southsea M.C., U.H.U.M.C., Kentish Border C.C. and Riley M.C. The route, approximately 350 miles in length, is over good class roads, and is followed by eliminating tests on 28th June at Margate, and the Concours d'Elegance on the Palm Bay Esplanade the following day.

Entries to the Secretary of the Rally, F. G. Newman, 48 Chamberlain Avenue, Maidstone, by 14th June. The event starts from the Ball Hotel, Larkfield, near Maidstone, at 7.30 p.m.

CHAMPAGNE AND EVIAN-MONT BLANC RALLIES

THE East Anglian M.C. are again staging their Champagne Rally this year, the event commencing on 19th July. The route will be via Ostend, Brussels, Luxembourg, Metz, Gerardmer, Belfort and Besançon to Annecy, the distance covered being about 850 kilometres. Entry fee is £2 2s., and closing date for entries will be 14th June.

This event links up with the International Evian-Mont Blanc-Megève Rally, which starts on 24th June, the route being Evian-Uriage-Grand Bernard, Evian-Megève. Organizers are the A.C. du Mont Blanc. Those wishing to take part from this country should apply to R. K. N. Clarkson, "The Chase", Halstead, Essex. Closing date for entries is 12th July.

Those wishing to compete in the E.A.M.C. Champagne Rally alone should contact R. W. Austin, of Forge Farm, White Colne, Essex.

CLUB FIXTURES

Aston Martin O.C.—A.G.M., 23rd May, R.A.C., Pall Mall, 7 for 7.30 p.m.

Bentley D.C. Meetings, 24th May Limpley Stoke Hotel, Limpley Stoke, Wilts. 2 p.m. Ma. Blackmills, AIMS, Thornwood Common, Essex.

Welsh Counties C.C. Meeting, 26th May, Tyn-y-Pall, St. Brides, Wrexham.

Kentish Border C.C. Gathering, 26th May, R. vs. Oak Green, Street Green, Farnborough, Kent, 4 p.m.

Vintage S.C.C. Last Thursday Meetings, 29th May, 10th Farmer, Foheld, Middlesex and The Crescent, Ilkley, Yorks.

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3249, 3250, 3251, 3252, 3253, 3254, 3255, 3256, 3257, 3258, 3259, 3260, 3261, 3262, 3263, 3264, 3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 3279, 3280, 3281, 3282, 3283, 3284, 3285, 3286, 3287, 3288, 3289, 3290, 3291, 3292, 3293, 3294, 3295, 3296, 3297, 3298, 3299, 3300, 3301, 3302, 3303

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M.G. NA 12 h.p. Jan. 1937, 2-door, 4-seater touring, good performance, weatherproof hood, side-screens.—Seen Boundary Garage, Boundary Road, Woking. Tel: 3539.

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1928 Bentley 4½-litre touring	£795
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1927 R.S.A. 10 h.p. 2-seater	£245
1934 Ford 10 h.p. 4-seater	£195
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1939 M.G. TA 2-seater	£425
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RILEY 9 saloon, 1913, sound condition, £135.—Ring Westbridge 856, evenings.

1951 (Reg.) RILEY 9 Kestrel saloon, £295.—Montrose Motors, 91 Epping New Road, Buckhurst Hill, Essex. Phone: Buckhurst 1171.

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ROVER Speed 20 1933 4-seater coupé, alloy body, Rudge wheels, three S.U.s, copperized head, 3.7 axle, large quantity spares. £110.—6 Wigley Road, Leicester.

S.S.

16 H.P. Tourer S.S.1 4-seater, 25 m.p.g., 1,100 miles since £55 engine overhaul, rewired, sprayed, new hood, rechromed. Interesting fast car, genuine reason for selling. £275.—71 Gainsborough Road, Richmond, Surrey.

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SUNBEAM 1932 16 Series P sports saloon, Black, Suren, retrimmed, seat covers, well shod, good battery, new exhaust system, running boards. Taxed June 30th. Spare gearbox, clutch, cylinder head, starter, con. rods, rocker cover, manifolds. £115 o.n.o.—Spence, J. Wardle and Co., Normacot, Stoke-on-Trent 3591.

12 H.P. sports saloon, Aug. 1935, good running order, suit enthusiast. Reasonable offer over £115 accepted.—11 The Chase, Romford, Essex.

1930 SUNBEAM Twenty saloon for sale or exchange for something to fit small garage.—Tel: London Liberty 7809.

£125 SUNBEAM, 30/90, 8-cylinder, Marston with German silver bonnet. Mech.: servo brakes. All mechanical parts perfect, but poor rear half of body. Now taxed and ready for use. Tourer.—Box 668.

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295 GUINEAS 1919 Dolomite 14 h.p. saloon, nice condition.—Aronovits, 5 High Road, Balham. Phone: Balham 1509.

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VAUXHALL 30/90, November 1927, Chassis No. OE. 311. Four-seater, open sports, with mahogany deck, finished in British Racing Green. This car has been completely overhauled, engine by Burtonwood at £160. Bills available. Host of accessories, all good tyres, new hood and tonneau. £185.—S. Barrett, 13 Ashfield Parade, N.14. Phone: Pinner Green 8682.

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offer the following bargain—
£245 1931 SS 90 super sports 2-seater.
£199 1935 Singer 9 sports coupé.
£475 1939 M.G. 2.6-litre d/h. fourseater coupé in exceptionally good condition.
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HAMptstead 6490-7327.

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High Road, Loughton, Essex.
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Continued overleaf

CLASSIFIED ADVERTISEMENTS—continued

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Twin-Cylinder Racing-Cars: 1. M. D. Christie (Cooper-J.A.P.), 46.69; 2. J. D. Barker (Cooper-J.A.P.), 47.76; 3. Air Vice-Marshal D. C. Bennett (Cooper-Vincent), 48.42; 4. C. Heath (Cooper-J.A.P.), 48.71.

Team Awards: Iota, J. Ebdon, 47.84; T. 1. Clarke, 49.64; and H. C. Jones, 49.05.

COMING ULSTER EVENTS

May
24th. Armagh and D.C.C. Driving Tests.
31st. Omagh M.C. Syonfin Hill-Climb.

June
7th. U.A.C. News of the World Ulster Trophy Meeting, Dundrod.
13th. Omagh M.C. Trial.
14th. Armagh C.C. Trial.
20th/21st. Knock M.C.C. Night Trial.
28th. Newry M.C. Circuit of Down Trial.

July
2nd. Armagh C.C. Trial.
4th. Omagh M.C. Trial.
5th. Ulster A.C. Race Meeting, Ards airfield.

23rd. North of Ireland M.C. N. of 1. Rally.

August
2nd. 500 M.R.C.I. Airfield meeting, venue uncertain.

6th. Newry M.C. Driving Tests.
9th. U.A.C. Craigantlet Hill-Climb.
23rd. Newry M.C. Spelga Hill-Climb.

September
3rd. Newry M.C. Driving Tests.
6th. N.I.M.C. Trial.
13th. R.A.C. T.T., Dundrod.
19th. Armagh C.C. Trial.
20th. 500 M.R.C.I. Hill-Climb.
27th. U.A.C. Knockagh Hill-Climb.

★
CONCLAVE: Lt. Col. Goldie Gardner, John Morgan of the B.A.R.C. and Paul Calvert, seen during last Saturday's Goodwood Members' meeting.
★



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